Queensland
The Mecca of the Winter Tourist

Beautiful QUEENSLAND from a Railway Carriage Window



W. Bustard

RBJ
919.43
BEA

OXLEY MEMORIAL

Stand forth, O Daughter of the Sun,
Whose fires through all thine arteries run,
Whose kiss hath touched thy gleaming hair,
Come like a Goddess, Radiant One,
Reign in our hearts who crown thee there,
With laughter like thy seas and eyes
Blue as thy skies.

—*Essex Evans.*

Presented with the Compliments of P. J. Nally

Beautiful Queensland

THE LAND OF VARIETY

and the

Holiday-Maker's Happy Hunting Ground.

Published under the authority of the
QUEENSLAND, NEW SOUTH WALES, AND VICTORIAN RAILWAY COMMISSIONERS.

1926.

Sunny Queensland Calls!

The completion of the Coastal Railway from Brisbane to Cairns has established direct railway communication between North Queensland, New South Wales, and Victoria. Fast trains equipped with sleeping cars and replete with every convenience for long-distance travel maintain a regular service between the Southern Capitals and Queensland, and bring the tropical beauties of the famous Cairns District within easy reach of Sydney and Melbourne.

With clear blue skies, bright sunny days, and an invigorating climate, Queensland stands pre-eminent as the ideal winter resort for the tourist and convalescent. Her beauty is as varied as it is entrancing. Greeted by the peaceful scenery of the apple orchards on the Southern Highlands, the traveller journeys across the wheatfields of the famous Darling Downs, descends the magnificent Main Range, passes over the fertile Valley of the Lockyer into Brisbane, and so on through the noted banana and pineapple lands of the North Coast to stretches of cattle and dairying country and the wide canefields of the North, until the tropical Wonderland of the Cairns District comes as a fitting finale. Here the Barron Gorge crowns the journey with a grandeur indescribable, and luxuriant tropical vegetation provides an exotic setting for shimmering seas, crystal-clear rivers, sparkling lakes, and beautiful waterfalls.

Charming and interesting as the journey is, the visitor who travels Queensland's wide borders for the first time may feel the need of an informative guide to the route traversed. In the preparation of this publication an attempt has been made to meet such a want. If it succeeds in adding to the traveller's fund of knowledge helpful information concerning a railway journey which is probably unique in its variety of interest, the purpose of the booklet will be served.

Australia's Winter Paradise.

TIME TABLE.

MELBOURNE TO WALLAN-GARRA.

Miles from Brisbane.	Height.	——	Daily. Except Sunday.	Daily. Including Sunday.
	Feet.		P.M.	P.M.
1304	30	MELBOURNE dep. (Spencer Street)	4 0	5 0
1243	464	Seymour (R) arr	5 39	6 40
		Ditto .. dep	6 1	6 55
1183	559	Benalla (R) arr	7 41	8 24
		Ditto dep	7 46	8 30
1159	493	Wangaratta (R) arr	8 24	Limited Express
		Ditto .. dep	8 30	
1117	538	Wodonga (R) arr	9 40	
		Ditto .. dep	9 43	10 12
1114	534	ALBURY (R) arr	9 50	10 19
		Change Trains.	Daily Including Sunday.	
		ALBURY .. dep	10 40	11 5
1084	713	Culcairn (R) arr	Lim.ted Express. Conveys sleeping car passengers from Albury and Victorian Stations. Arrives at Moss Vale at 7.51 for Breakfast.	11 50
		Ditto dep		11 55
				A.M.
1015	988	Junee Jun. (R) arr		1 51
		Ditto .. dep		1 59
979	1082	Cootamundra (R) a		3 4
		Ditto .. dep		3 9
952	1354	Harden (R) arr		4 1
		Ditto .. dep		4 6
910	1660	Yass Junc. (R) arr		5 27
		Ditto dep		5 32
853	2074	Goulburn (R) arr		7 18
		Ditto .. dep		7 26
803	2208	Moss Vale (R) arr		8 43
		Ditto .. dep		9 7
			A.M.	
708	55	Strathfield.. ..	10 15	11 12
715	67	SYDNEY .. arr	10 33	11 30

Miles from Brisbane.	Height.	——	Daily except Saturday (including Sunday).	
	Feet.		P.M.	P.M.
715	67	SYDNEY .. dep	2 0	3 30
616	4	Newcastle (R) arr	5 19	6 44
		Ditto dep	5 43	7 7
567	137	Singleton (R) arr	7 7	
		Ditto .. dep	7 14	
536	477	Muswellbrook (R) a	8 16	
		Ditto .. dep	8 20	
496	1548	Murrurundi arr	9 39	
		Ditto .. dep	9 44	
460	1246	Werris Ck (R) arr	11 2	
		Ditto .. dep	11 12	
			A.M.	
433	1279	Tamworth (R) arr	12 3	
		Ditto .. dep	12 9	
356	3265	Armidale (R) arr	3 13	
		Ditto .. dep	3 23	
292	3520	Glen Innes (R) arr	5 47	
		Ditto .. dep	5 57	
				A.M.
269	3183	Deepwater ..	6 45	d 7 22
234	2831	Tenterfield ..	8 13	d 8 43
223	2876	WALLAN-GARRA (R) arr	8 40	9 7
		Change Trains.		

Brisbane Express. Conveys passengers for Deepwater, Tenterfield, Wallan-garra and Queensland Stations.

R Indicates refreshment stations.

d Stops regularly to set down, but does not pick up.

A dining car is attached to the 5.0 p.m. train Melbourne to Albury.

For Fares, Booking arrangements, &c., see pages 50 and 51.



Across the Southern Highlands

"Here rosy-ruddy apples smile
And beckon from the bough."

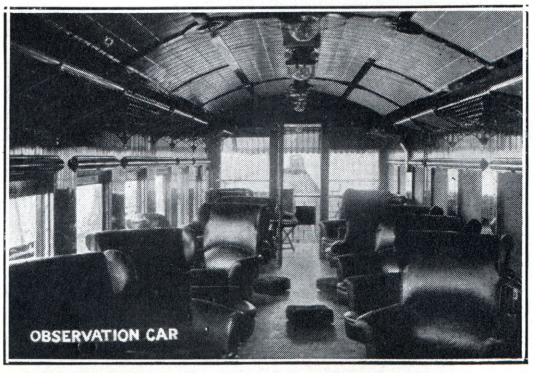
It is fitting that we should introduce ourselves to the visitor at the border of Queensland, and here at Wallan-garra, where the inrushing expresses suddenly transform the station into a scene of bustling activity until the outgoing trains just as suddenly carry their passengers away Northwards and Southwards, we meet on an exhilarating Queensland morning for our journey to the Wonderland of the North.

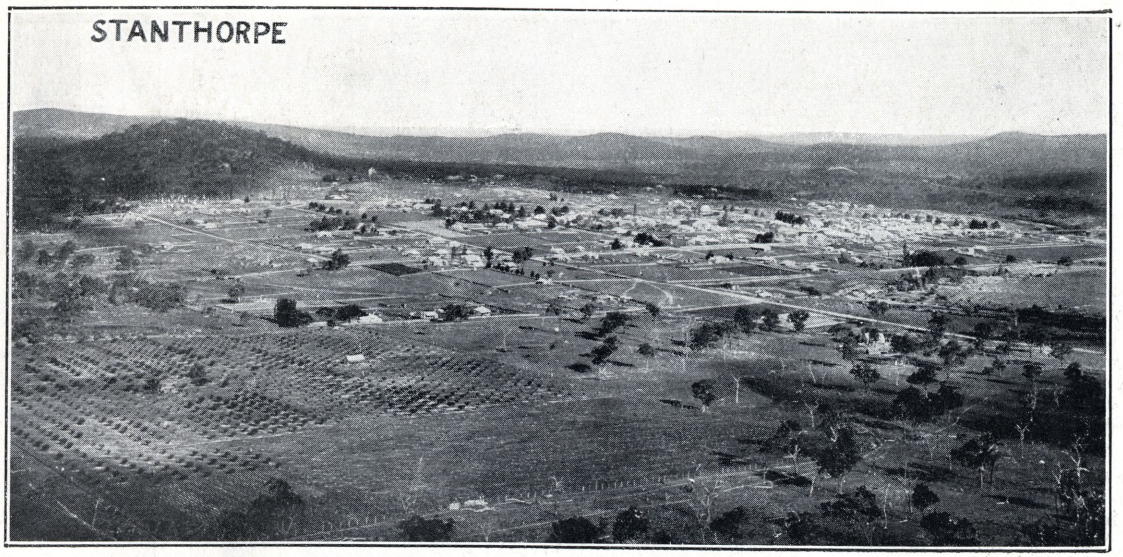
The hand of the station clock creeps towards the half-hour as we make our way to the Brisbane Express. The engine, powerful and graceful in build and spick-and-span in appearance, stands ready for the road and seems eager as a thoroughbred to feel the miles racing under her. The long train of carriages, resplendent in their rich red colouring, make a pleasing picture, and entering near the engine we pass along to the observation car at the rear. The carriages are wide and commodious, and we notice that they are beautifully panelled with Queensland timbers and equipped with electric light throughout.

Thanks to the seat reservation system we have no difficulty in securing seats, and as we reach the rear of the train the engine whistle reverberates in the clear air and we move slowly out of the station.

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	A.M.	A.M.
Daily ex. Sunday.			
WALLAN-GARRA			
223	2876	..	9.30
Bald Mountain			
221	2733	..	..
Wyberba			
217	2482	..	..
Lyra			
214	2299	..	..
BALLANDEAN			
212	2368	A	9.55
Fletcher			
209	2536	..	..
Glen Aplin			
206	2510	..	..
Severnlea			
203	2523	..	..
Passmore			
199	2630	..	..

„A"—Stops to pick up when required.



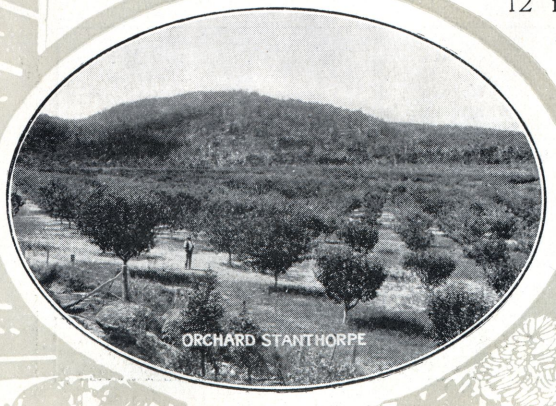


For the first few miles the country is wild and rugged. On the right, as we sit facing the engine, we see a spur of the Great Dividing Range, known as the Macpherson Range, which runs almost parallel for some distance and then sweeps to the Coast, terminating at Point Danger and forming the Queensland boundary for over 100 miles.

Gradually the march of the settler is transforming the country and newly planted orchards herald the approach of the region famed for the excellence of its fruit. We pass several small stations and make our first stop at Stanthorpe. The altitude and equable climate throughout the year have made this district a popular resort of the convalescent and tourist. It was at Stanthorpe that tin was first discovered in Queensland, and the discovery is perpetuated in the name, which means "tin-town." To-day fruit culture has supplanted mining to a great extent, but the precious ore is still extracted, and arsenic is obtained from a State owned mine in the vicinity.

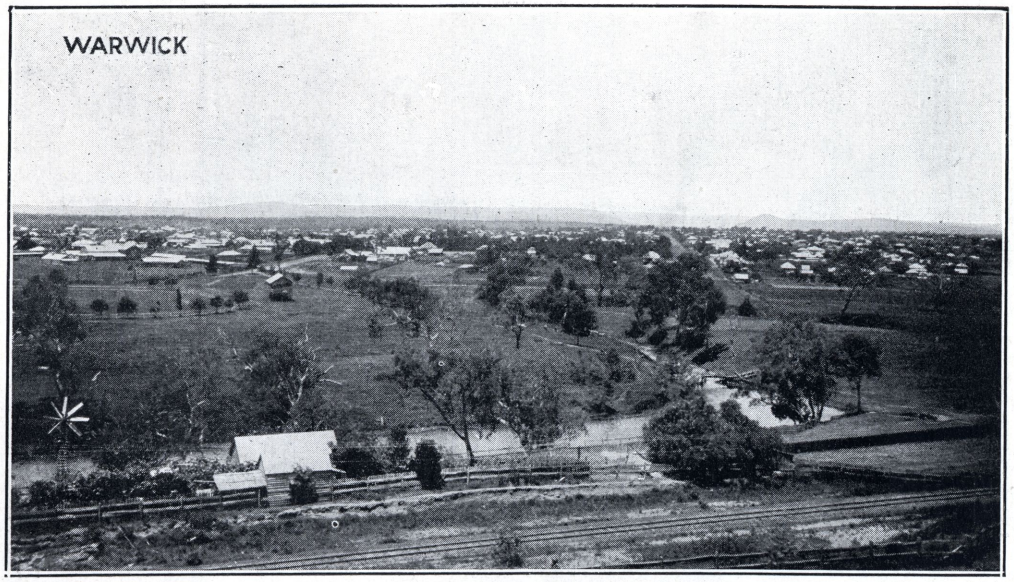
The train climbs upwards from Stanthorpe past Applethorpe and Glen Niven, and charming vistas of country dotted with orchards may be obtained. Presently "The Summit" is reached, the highest spot on the range, 3,030 feet above sea-level, and from here onwards there are a series of descents to the coast.

A few miles further on is Cotton Vale, the junction of the Amiens Branch, which can be seen to the left. The Branch is 12 miles long and has been built to serve Soldiers' Settlements. The stations bear the names of notable battlefields to perpetuate the exploits of the Australian soldiers in the Great War. At



Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	A.M.	A.M.
STANTHORPE			
198	2656	..	10.27
Applethorpe			
195	..	..	..
Glen Niven			
193	2930	..	..
The Summit			
191	3030	..	..
Thulimbah			
190	3008	..	..
Cotton Vale			
187	3001	..	..
DALVEEN			
185	2906	A	10.55

"A"—Stops to pick up when required.


WARWICK

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	A.M.	P.M.
Teamangum			
181	2560	..	..
Cherry Gully			
177	2408	..	..
Omoral			
173	2170	..	..
Silverwood			
169	1911	..	..
Morgan Park			
163	1574	..	..
WARWICK			
159	1485	11.55	12.3

(Refreshments)

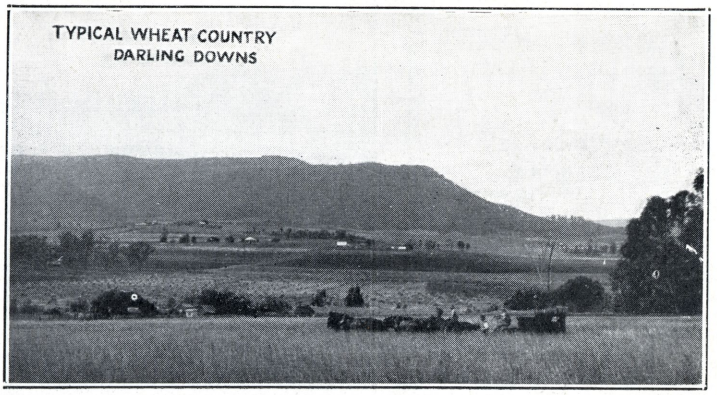
Dalveen we commence the descent of the Dalveen Range and very soon will touch the fringe of the Darling Downs, one of the richest tracts of country in Australia. As we have settled down to our journey we may recall that it was Allan Cunningham, the explorer, who crossed from New South Wales in 1827 and found himself in "open downs of unknown extent," which he named "Darling Downs" after the ruling Governor of New South Wales.

Cunningham was forced to return after making only a partial examination of the country, but a "remarkable excavated part in a chain of mountains to the East" intrigued him, and anticipating that it would prove a very practicable pass to the shores of Moreton Bay he determined upon further investigation. The following year saw him starting out to search for some communication between the new country and the coast, and after landing at Moreton Bay he struck out along the course of the Bremer River, and in a week had reached the goal of his ambition—the now famous "Cunningham's Gap." Thus he linked together the two ends of the chain, and "with no small pleasure passed an eye over the beautiful tract of country at which his labours of the last year closed." Later on we shall cross the Downs ourselves, and if the day is clear may see this noted landmark, but for the present the thriving town of Warwick, which we are now approaching, claims our attention.

Warwick is one of the oldest "squatter" settlements in Queensland, and for many years the surrounding country was devoted to the breeding and grazing of sheep and cattle. To-day it is the centre of a rich dairying and agricultural district which boasts seven cheese factories, a butter factory, two flour mills, and several sawmills. Branch lines radiate to Dirranbandi (256 miles) on the left and Maryvale (19 miles) and Killarney (28 miles) on the right. The population is about 9,000.


WHEAT HARVESTING
DARLING DOWNS

Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	P.M.	P.M.
Millhill			
157	1497	..	..
Hendon			
145	1500	..	..
Clifton			
134	1434	..	..
Nobby			
128	1588	..	..
Greenmount			
123	1651	..	..
Cambooya			
115	1524	..	..
Wyreema			
111	1749	..	..
TOOWOOMBA			
101	1921	2.20	2.40
		(Lunch)	



TYPICAL WHEAT COUNTRY
DARLING DOWNS

Over the Darling Downs

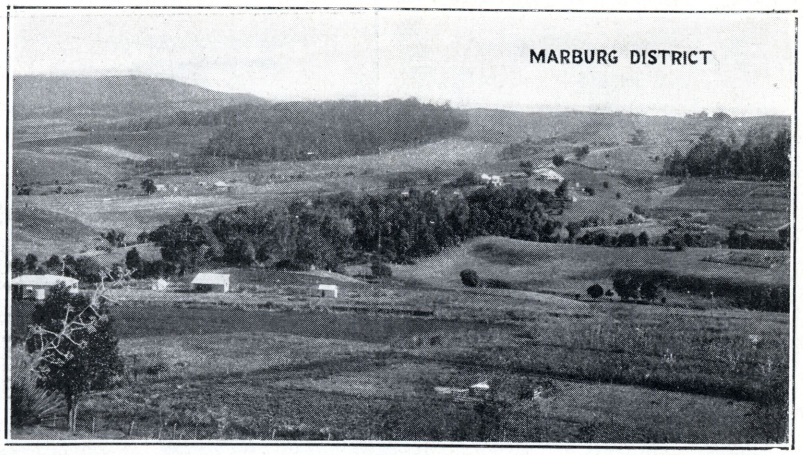
"O who will o'er the Downs so free
O who will with me ride?"

Shortly after leaving the township the line crosses the Condamine River, the waters of which ultimately flow into the sea on the South Australian Coast. Our journey through the Garden of Queensland has now fairly begun, and until we reach the outskirts of Toowoomba, league upon endless league of rolling down land of varying colour unfolds in a glowing panorama. Four million acres of the finest country are cradled beneath the surrounding hills which meet the eye on the far horizon. Trim homesteads and well-tilled farms are passed in what appears an unending succession, and the busy railway stations are a reflex of the prevailing prosperity of the District. At Hendon a Branch line sweeps away to the right and terminates at Goomburra, 12 miles distant. Then come Clifton and Nobby with their large wheat storage sheds; Greenmount where we pass the "up" Mail and obtain our morning newspapers, and Cambooya, the oldest town on the Downs. Wyreema, with its Branch line to Milmerran, 43 miles distant, follows, and we enter the Drayton Deviation which shortens our journey to Toowoomba by several miles.

We leave the Downs now, and after passing Harristown the environs of Toowoomba appear. Time does not permit us to sojourn in this beautiful City standing nearly 2,000 feet above sea-level, but the fleeting panoramic views obtained from the train are an indication of her many natural attractions. Here the Main Western Line runs to Quilpie, 520 miles away, and sends out no less than ten branches *en route*. The City is a busy railway centre and contains butter, cheese, condensed milk, and bacon factories and engineering workshops. The population is 26,000.



TOOWOOMBA



MARBURG DISTRICT

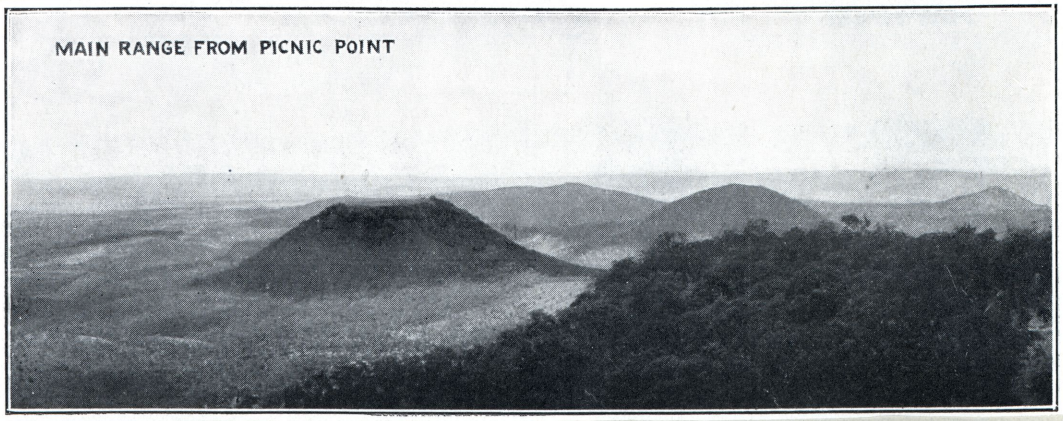
Down the Main Range

"A distant landscape of hills, slow-curving and winding,
Forever beginning and ending, and losing and finding."

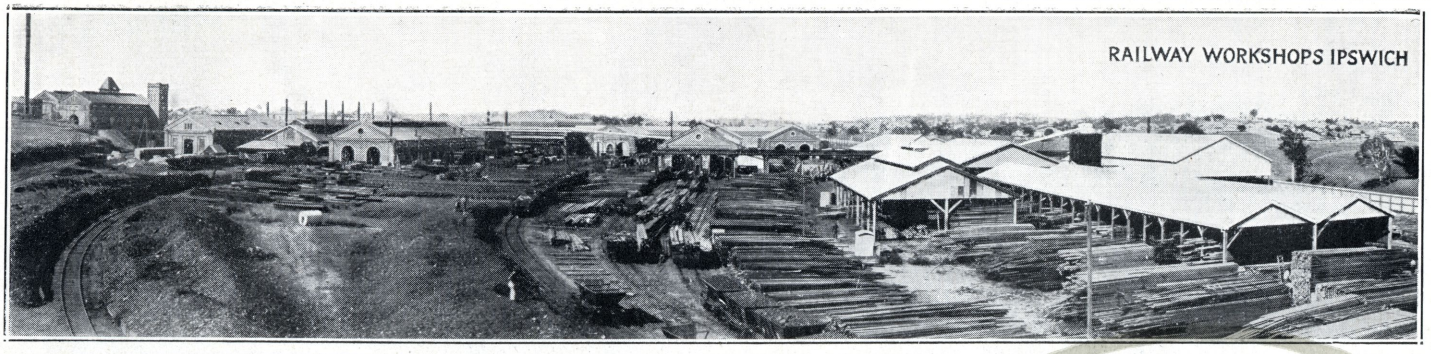
We lunch in the well-appointed refreshment room and rejoin the train for the last stage of our journey to Brisbane. Harlaxton is soon passed, and the descent of the Main Range begins. Until Murphy's Creek is reached the railway follows a serpentine course along the face of the towering hills, and the route becomes a series of S curves on a continuously falling grade which drops no less than 1,200 feet in 16 miles. The scenery is of surpassing beauty and, as the train emerges from tunnels and cuttings, speech is stilled by the magnificence of the panorama. Vast, silent, and impressive the seemingly impenetrable ranges roll away to the far horizon and become lost in infinity. Ripe with the wisdom of years, they seem to hold locked in their innermost fastnesses the great secrets of Nature. The imagination is quickened by the overpowering distances of earth and sky as slowly and majestically the ever-changing scenery unfolds. Sixty-one years ago, the railway pioneers blazed the trail over these formidable ranges in the face of many difficulties and much opposition—no mean achievement when it is remembered that the section was one of the first built in Queensland.

At Helidon a short stop is made for refreshments, and resuming our journey we pass on to the double line which, with one short break, continues to the metropolis. Helidon is famed for its "Spa" water, and good building stone is quarried in the District. After passing Gatton, the State Agricultural College may be seen on the left.

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Harlaxton			
99	2003	..	..
Ballard			
95	1770	..	..
Spring Bluff			
91	1537	..	..
Holmes			
87	1213	..	..
Murphy's Creek			
82	788	..	..
Lockyer			
76	551	..	..
HELIDON			
72	462	4.1	4.6
(Refreshments)			



MAIN RANGE FROM PICNIC POINT



RAILWAY WORKSHOPS IPSWICH



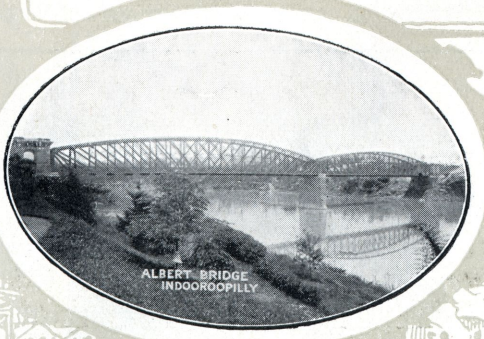
LOCOMOTIVE ERECTING SHOP IPSWICH

The Lockyer Valley, which we are now crossing, is a thriving agricultural area. Maize, lucerne, and pumpkins yield heavy crops, and in the season Forest Hill and Laidley Railway Stations consign large quantities of produce to the City Markets.

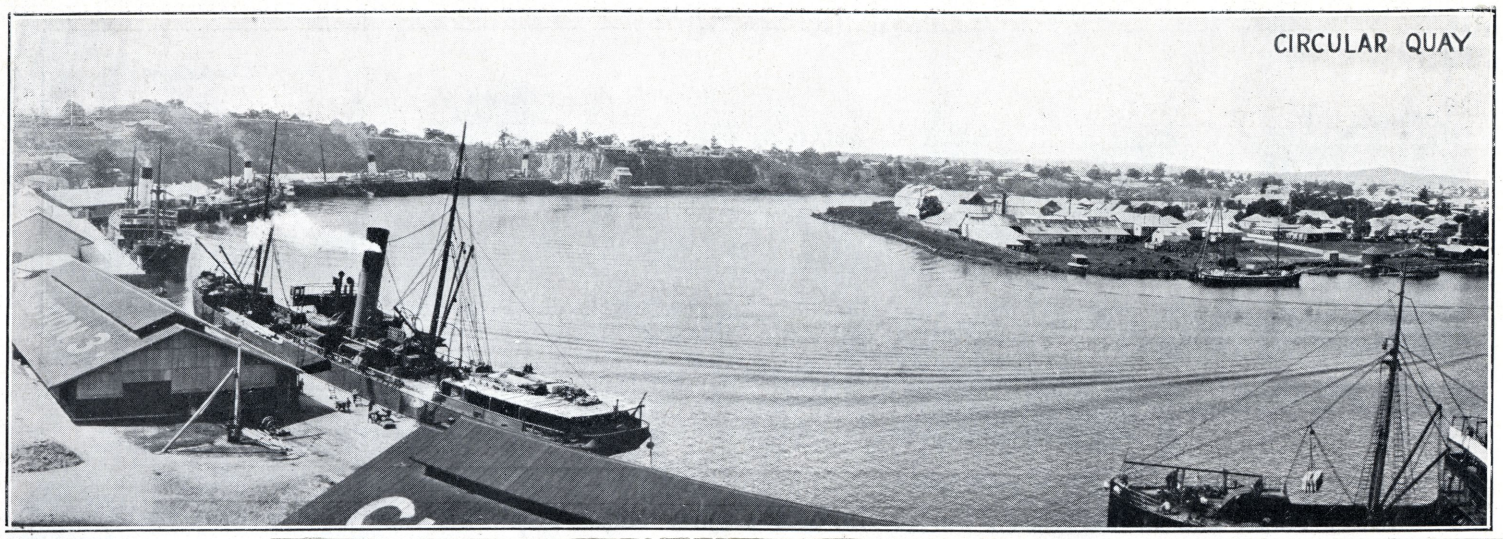
From Laidley a Branch runs to Mulgowie, 7 miles away, and at Yarongmulu the descent of the Little Liverpool Range begins. The train passes through Victoria Tunnel, and at the foot of the Range speeds past Grandchester. Here the first railway line built in Queensland terminated, and Bigge's Camp as it was then called was a settlement of importance. The country is now level and open, but near Rosewood picturesque park land becomes visible on the left. This is the Marburg district, served by a branch line 9 miles in length, which junctions with the main line at Rosewood. A few more miles and we cross the Bremer River and run into the City of Ipswich, once the hub of the State, and still an important centre with a population of 25,000. The railway workshops are situated here, and 2,000 men find employment in the construction and repair of locomotives, carriages, and wagons. The shops rank amongst the most modern and best equipped in Australia. As an example of their capacity to undertake unusual tasks calling for expert workmanship, we mention that it was in the Ipswich Workshops that a new propeller blade was made for the aeroplane in which the late Sir Ross Smith completed his epic flight after an unfortunate accident near Charleville. Woollen mills, a butter factory, and engineering works are numbered amongst the City's activities, and the social life of the residents is recognised as being of a very high standard. Branch lines run to Yarraman (101 miles), Dugandan (35 miles), and Mount Edwards (40 miles), tapping rich timber and dairying districts.

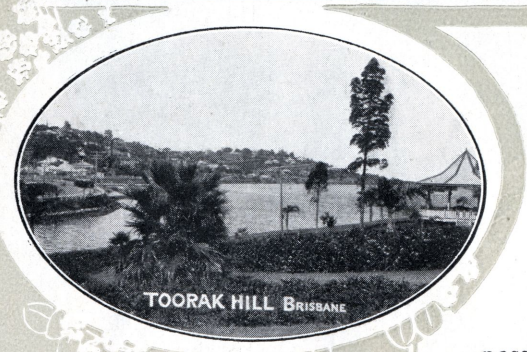
Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Grantham			
66	384	..	..
Gatton			
61	337	..	..
Forest Hill			
55	297	..	..
Laidley			
51	335	..	..
Grandchester			
44	279	..	..
Rosewood			
35	140	..	..
IPSWICH			
24	64	5.47	5.52

(Refreshments)



ALBERT BRIDGE INDOOROOPILLY


CIRCULAR QUAY


TOORAK HILL BRISBANE

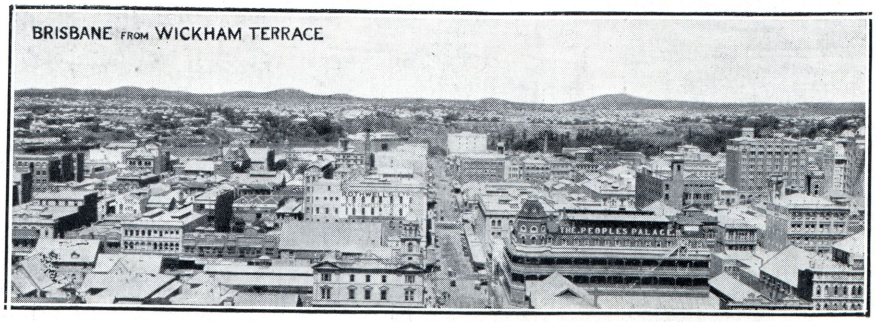
Into the Metropolis

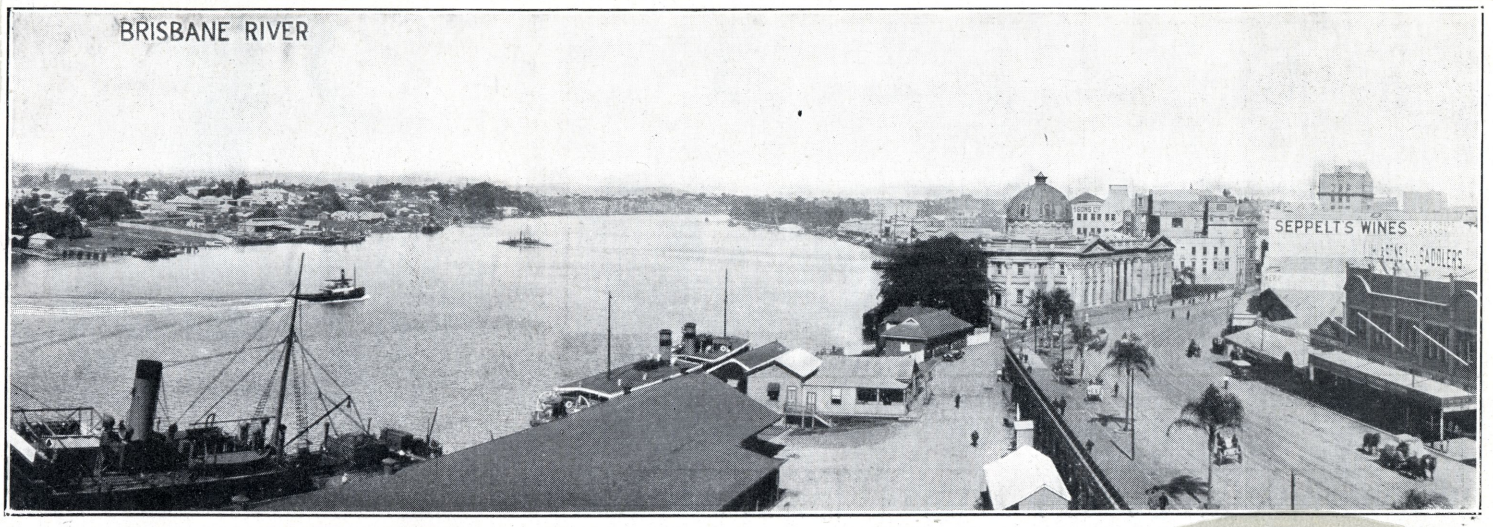
"And one fair City where the bright
Broad winding river sweeps to sea."

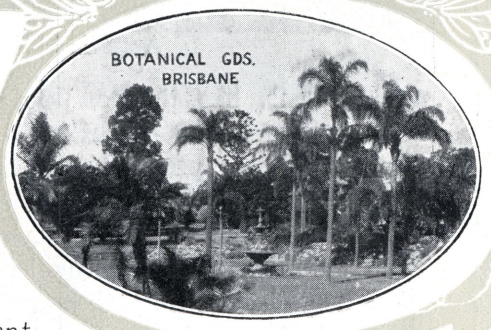
The train passes into the coal country soon after leaving Ipswich, and at Bundamba, the centre of the district, a loop line runs away to the right, serving several collieries and junctioning again with the main line at Redbank, where there are large meatworks. At Riverview the passenger obtains the first glimpse of the Brisbane River, and at Goodna the principal State Mental Asylum may be seen on the left. Darra with its cement works follows, then Oxley noted for its bacon factory. The suburbs of Brisbane are now in sight, and we quickly reach Corinda, the junction for the South Coast and Cleveland Lines. Thereafter suburban stations follow rapidly and the residential areas become more populous. The Albert Bridge at Indooroopilly, one of the finest railway bridges in Queensland, is soon crossed and we obtain another fleeting view of the winding Brisbane River as the train speeds over it. At Indooroopilly a recently discovered silver-lead mine is worked, and may be seen among the residences to the left of the railway.

A few minutes more and we draw into Roma Street Station, the chief goods and rolling-stock depot of the Queensland Railways, then into Central, Brisbane's terminal station, where we leave the train for a brief sojourn in the Capital of Queensland.

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Bundamba			
21	72	..	..
Redbank			
17	67	..	..
Goodna			
15	42	..	..
Oxley			
8	61	..	..
CORINDA			
7	75	..	6.22
Indooroopilly			
5	54	..	..
ROMA STREET			
	57	..	6.37
BRISBANE CENT.			
	39	6.40	..





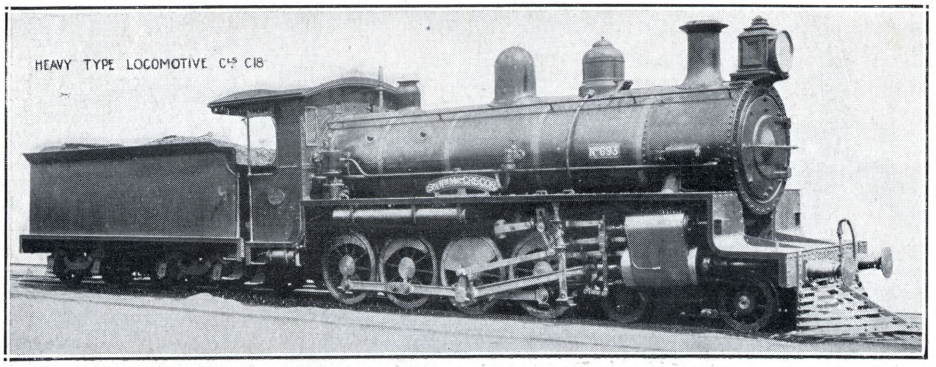


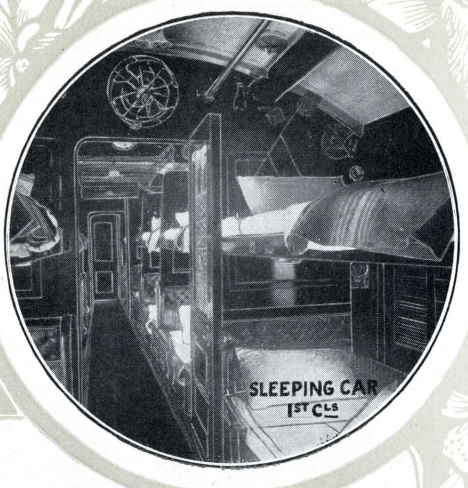
Greater Brisbane has a population of 254,000, and covers 385 square miles. The imposing Victoria Bridge spans the Brisbane River in the centre of the city and provides communication for pedestrian and vehicular traffic between the North and South sides. The traveller who returns after a comparatively short absence is impressed by the rapid growth of Brisbane, and doubtless the visitor will remark upon the general prosperity and progress of the community. The city and environs contain numerous places of interest, and the tourist will be repaid by a visit to Mt. Coot-tha quite near at hand, or to the more distant lookouts at Mt. Glorious and Mt. Tambourine, where magnificent views may be obtained. The Brisbane River offers many attractions, and an enjoyable day trip across Moreton Bay to the popular seaside resort of Redcliffe provides an excellent opportunity for viewing the charming lower reaches of the Brisbane River. On the South Coast Railway, Southport, Burleigh, Coolangatta, and the smaller seaside resorts are renowned for boating, fishing, and surf bathing. The nearer beaches in Moreton Bay are Sandgate, Wynnum, Manly, and Cleveland, all of which are accessible by rail. Pleasant hours may be spent in the Botanic Gardens situated on the Brisbane River, or at several other parks served by the Municipal Tramways.

The visitor is recommended to call at the Government Intelligence and Tourist Bureau, opposite Central Station, for literature and detailed information.









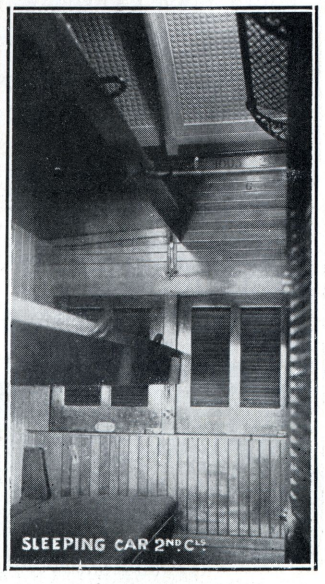
Away to the North

"Far to the Northward there lies a land,
A wonderful land that the winds blow over."

Trains, like time and tide, wait for no man, and after a short stay in Brisbane we find ourselves again at No. 4 platform, Central Station, ready to join the Townsville Mail, *en route* to North Queensland. In passing along to the sleeping cars we observe the excellent accommodation which is possible on a narrow-gauge railway. Both first and second class sleeping berths are available, and the comfort of sitting passengers is well served by the provision of carriages representing the last word in rolling-stock construction. There is a lull after the usual bustle preparatory to the departure of a long-distance train, then a shrill whistle and an answering blast from the engine, and we are off on our 1,043-mile journey to Cairns.

Brunswick Street, serving the "Valley," one of Brisbane's shopping centres; Mayne Junction, with its railway locomotive depot in course of preparation and Branch to Dayboro' (28 miles); Eagle Junction, where a Branch runs to the Port of Pinkenba (5 miles); and Northgate, the junction of the North Coast and Sandgate (7 miles) Lines, are soon left behind and we enter the main trunk line to the North. Immediately after passing Northgate the railway maintenance and bridge-building shops come into view, and a little further on Nudgee Roman Catholic Boys' College stands out distinctly some miles away to the right.

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Mon., Wed., & Fri.			
CENTRAL			
..	39	..	1.45
BRUNSWICK ST.			
1	14	..	1.50
Mayne Junction			
2	12	..	..
Eagle Junction			
4	59	..	..
Northgate Junction			
6	18	..	..
Zillmere			
9	59	..	..
Petrie			
17	22	..	..
CABOOLTURE			
31	39	2.52	2.57
(Locomotive purposes)			



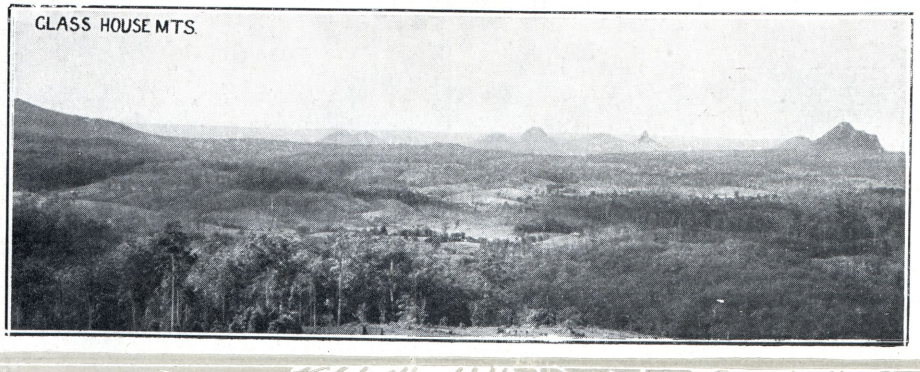

TIMBER HAULING KILCOY DIST

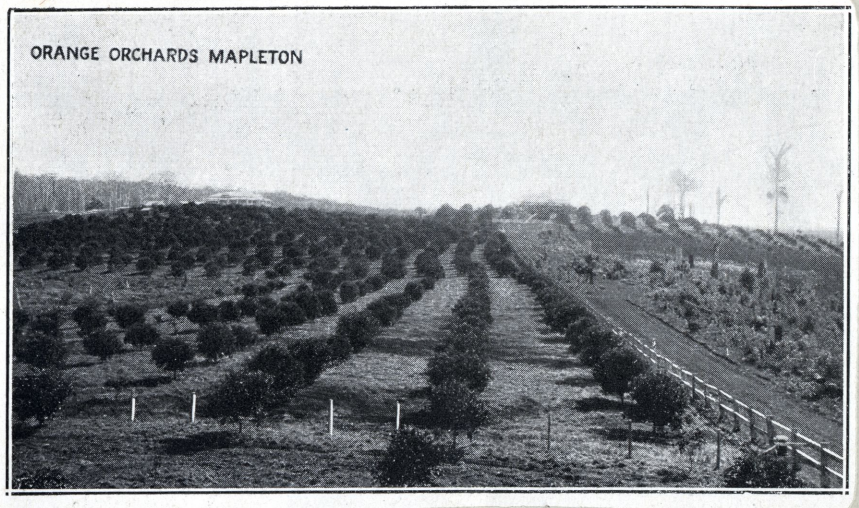
Leaving Zillmere we see the large bacon-curing factory of J. C. Hutton's Proprietary to the left of the line, and after crossing the Pine River at Petrie, a favourite rendezvous of the picnicker, we soon draw into Caboolture, where a short stop is made for locomotive purposes.

When leaving we notice the Branch Line on the left running to Kilcoy (34 miles), from which there is a constant traffic in log timber. Dairying is also extensively carried on in the locality, as is evidenced by the butter factory at Caboolture. A single line of railway runs from here onwards. At Beerburrum pineapples are grown, and settlers' farms are visible for some distance on both sides of the line. The next station, Glass House Mountains, is named after several peculiarly shaped hills visible to the left of the railway. It is interesting to recall that Captain Cook, when sailing round the Queensland Coast on his voyage of discovery, dropped anchor in Moreton Bay, and from there sighted these well-known landmarks. His own record reads: "These hills lie but a little way inland and not far from each other; they are remarkable for the singular form of their elevation, which very much resembles a glasshouse, and for which reason I called them 'The Glass Houses.'"

At Landsborough a short stop is made for refreshments. Resuming our journey we pass Mooloolah and Eudlo. Here and there alongside the railway between Eudlo and Yandina the traveller will observe that certain areas in which the luxuriant virgin scrub is growing are held as State Reserves.

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Elimbah			
36	101	..	..
Beerburrum			
40	135	..	..
Glass House Mountains			
44	87	..	..
Beerwah			
47	103	..	..
LANDSBOROUGH			
51	117	3.39	3.45
(Refreshments)			
Mooloolah			
54	112	..	..
Eudlo			
57	84	..	..


GLASS HOUSE MTS.



ORANGE ORCHARDS MAPLETON

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	P.M.	P.M.
PALMWOODS			
60	88	4.10	4.15
(Locomotive purposes)			
Woombye			
62	65	..	..
Nambour			
65	49	..	..

Realising that in the march of progress the natural beauties of the Queensland bush must inevitably disappear before the settler's axe, the State Forestry Department, with commendable foresight, has set aside these reserves so that the train traveller for all time may see the virgin forest in all its glory. Soon we arrive at Palmwoods. The coast is now but a few miles to the right and the railway is bordered on the left by the beautiful Blackall Range. On the slopes of this range of hills fruit-growing and dairying are extensively followed. Buderim Mountain, famed for its bananas and citrus fruits, lies to the right and is connected with Palmwoods by a tramline.

Regularly each week special trains carry bananas, papaws, pineapples, and citrus fruits from the district to Brisbane and the markets of the Southern States.

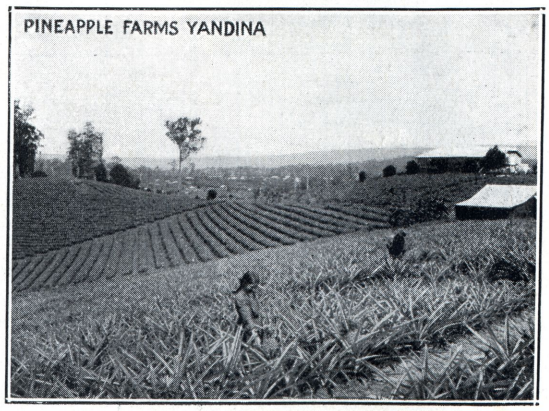
From Landsborough road communication is provided with the seaside resort of Caloundra; from Palmwoods there is a motor car service to Maroochydore. Coolum Beach is reached from Nambour, while Cooroy is the starting point for Tewantin and Noosa. The beauty of the coastal scenery and the excellent boating, fishing, and surfing attractions are responsible for the rapid growth of these holiday resorts.

The scenery becomes increasingly beautiful as we journey on. The fertility of the country and the abundant rainfall combine to produce prolifically, and the thriving townships of Woombye and Nambour are but representative of the richness of the district as a whole.

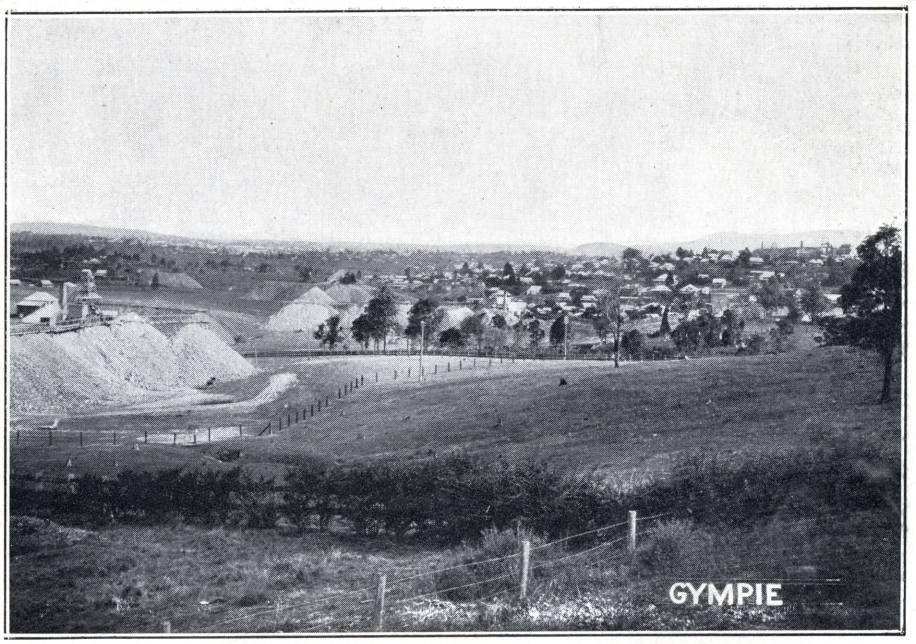
Sugar-cane is grown in the vicinity of Nambour and the Moreton Central Sugar Mill stands adjacent to Nambour Station. The Company's tramline runs to Mapleton, and may be seen on the left of the railway.



BANANA PLANTATION WOOMBYE



PINEAPPLE FARMS YANDINA



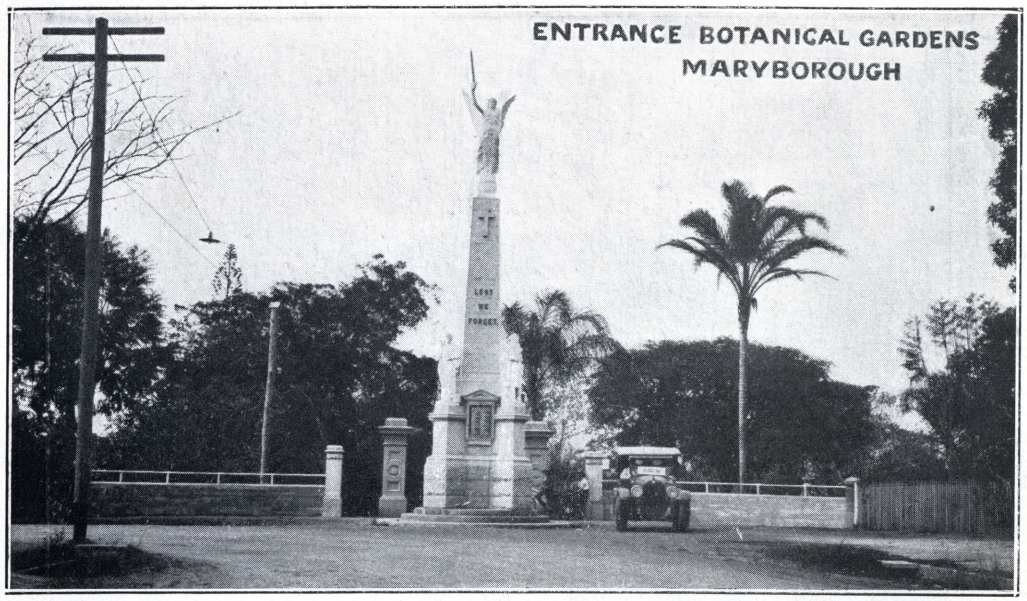
At Yandina we pass over the Maroochy River, and as the train ascends the Range between Eumundi and Cooroy obtain delightful views of distant timber-capped hills dotted with banana plantations and rich valleys crossed by winding streams. The Butter Factories at Eumundi, Cooroy, and Pomona, and the numerous sawmills passed, indicate that we have entered a rich dairying and timber area.

At Monkland we pass the junction of the Mary Valley Branch, which, after running through a notable dairying and timber district, terminates at Brooloo, 25 miles inland.

The next station, Nashville, named after the discoverer of the Gympie Goldfield, calls to mind the year 1867 when nuggets pounds in weight were brought to Brisbane from a mysterious El Dorado. James Nash had been prospecting on the banks of a watercourse on which the town of Gympie now stands, and found gold in large quantities. He pegged out his claim and reported his find, and a wild rush to the district then commenced. In a week 500 people were on the field, and the number had grown to 16,000 in three months. Fortunes were made quickly, for the gold was plentiful and the weight of the nuggets astounding. The largest, 804 oz., was discovered near the spot where the Gympie Post Office now stands. Practically all that remains of the once famous field are the poppet-heads which we see dotted promiscuously over the landscape. Gympie has been metamorphosed from a mining town to an agricultural centre, and although its atmosphere of romance has departed its present-day prosperity is based upon a permanent foundation. The town is picturesquely situated and has a population of 8,500.

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	P.M.	P.M.
YANDINA			
69	33	..	4.44
(Locomotive purposes)			
Eumundi			
76	85	..	..
Cooroy			
81	361	..	..
Pomona			
86	283	..	..
COORAN			
90	248	5.40	5.45
(Locomotive purposes)			
Monkland			
104	218	..	..
Nashville			
105	200	..	..
GYMPIE			
106	209	6.31	6.51
(Dinner)			





Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	P.M.	P.M.
	Theebine		
128	196	..	..
	Gootchie		
135	113	..	..
	Gundiah		
136	102	..	..
	Tiaro		
145	108	..	..
	Mungar Junction		
154	68	..	..
	CROYDON JUNC.		
165	56	9.8	9.15
	(Locomotive purposes)		
	Torbanlea		
178	100	9.42	9.44
	(Traffic purposes)		
	Howard		
181	47	..	..

The Wide Bay Co-operative [Dairy] Association's new butter factory, which is passed when leaving Gympie, is claimed to be the largest and one of the most modern in the world. The present plant is capable of manufacturing 60 tons of butter weekly, working one shift of eight hours per day, but in the construction of the building allowance has been made for the handling of twice that quantity.

Darkness has now fallen, and while the train speeds Northwards through the night we pass Theebine, the junction for the Nanango Branch (97 miles); Mungar Junction, where the railway from Ceratodus (132 miles) joins the Main Line; and Croydon Junction, close to which lies the Town of Maryborough. Here are situated the large engineering workshops and shipbuilding yards of Messrs. Walkers Limited, where many of the engines in service on the Queensland Railways have been constructed. Several large sawmills and other workshops are also located here. The Mary River runs through the town, and 29 miles distant there is the fine deep seaport of Urangan. The population of Maryborough is approximately 11,000, and the surrounding district maintains a large farming community engaged in fruit, sugar-cane, and agricultural production. To the north of Maryborough lie the Burrum Coal deposits, from which the Railway Department draws some of its supplies. The Collieries are situated between Torbanlea and Howard.



Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	P.M.	P.M.
Isis Junction			
191	71	10.14	10.19
(Locomotive purposes)			
BUNDABERG			
217	31	11.6	11.20
(Refreshments)			
Avondale			
232	44	..	..
Rosedale			
		A.M.	A.M.
251	115	12.35	12.45
(Locomotive purposes)			
Lowmead			
265	78	..	..
Benaraby			
314	33	..	..
GLADSTONE			
328	13	3.30	3.45
(Locomotive purposes)			



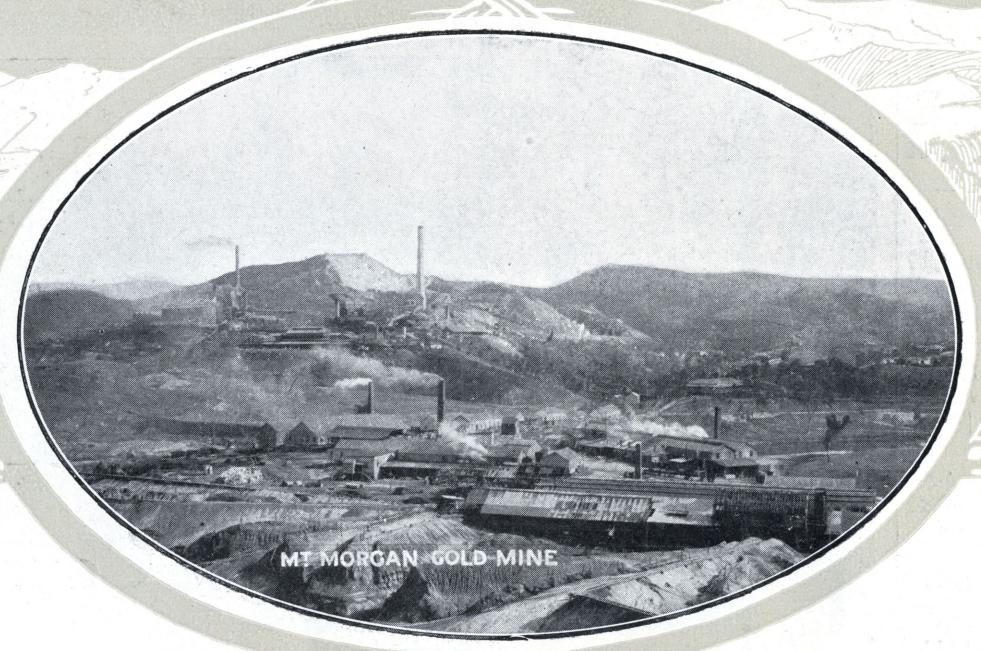
Through the Sugar Country

"Below thy coast line's rugged height
Wide canefields glisten in the light."

From Isis Junction a Branch line runs to Dallarnil (49 miles), passing through the rich sugar lands of the Isis. The City of Bundaberg (pop. 12,500) is the centre of this district, and is noted for its wide and well-kept streets. The Millaquin Sugar Refinery is situated here, and there are four sugar mills in the district. The Refinery lies beyond the traffic bridge spanning the Burnett River. The Bundaberg Foundry produces much of the fine machinery used in Queensland sugar mills, and is one of the principal industries. Although sugar-cane cultivation is the chief agricultural pursuit, the district produces large quantities of maize, fruit, and butter. From Bundaberg branch lines radiate to Pemberton (14 miles) and Mount Perry (67 miles).

Leaving the station we pass over the imposing Burnett River Bridge. The locomotive depot at North Bundaberg follows, and very soon we are travelling over a sugar-cane area which continues for several miles. The Kolan River is crossed at Avondale, and the train then enters grazing country. Lowmead, Miriam Vale, Bororen, and Benaraby are all cattle-trucking stations. The Range which stands out prominently on the left between Miriam Vale and Iveragh is the Many Peaks Range. After passing Marrawing the Boyne River is crossed, and the train soon reaches Gladstone, a town which boasts a fine natural harbour. Butter factories and a large meatworks are situated here, and the port serves as an outlet for the export of frozen meat, hides, tallow, &c. It is an interesting fact that in the early days an agitation was carried on to make Gladstone the capital of Queensland. The population is 2,500.



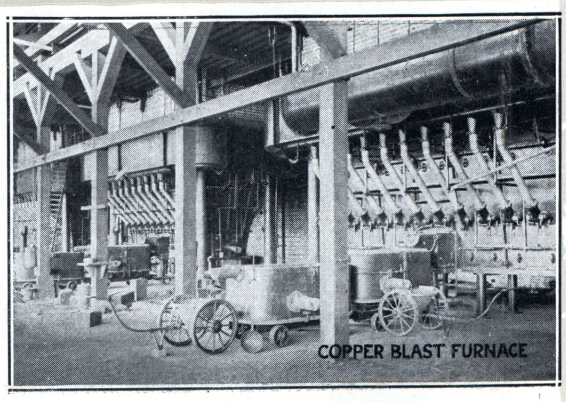


MT MORGAN GOLD MINE

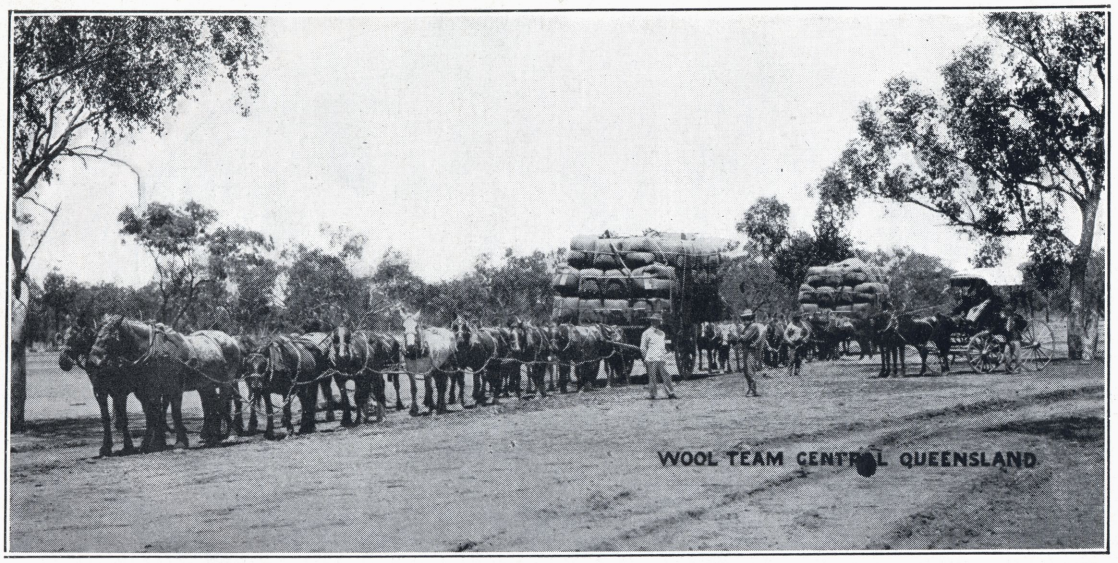
At Boyne Valley Junction, 4 miles beyond Gladstone, we cross the Calliope River. From here a Branch railway runs to Many Peaks (53 miles). This line is now being extended to Monto, where it will junction with two other extensions, one running from the Central Railway beyond Rockhampton, and the other from Mungar Junction, near Maryborough. These new railways form part of the Upper Burnett Closer Settlement Scheme, and will assist in opening up many thousands of acres for small holdings on the head waters of the Burnett.

After the train has passed Ambrose where lime is obtained, Marmor, where limestone is quarried as a flux for use in smelting copper ore at Mount Morgan and Sisalana, where the sisal hemp plant is grown, Bajool appears. Here a Branch runs to Port Alma, and in the vicinity are marble quarries. Almost due west is Mount Morgan. Much could be written about this mine of unexampled richness, and our guide would not be complete without a brief reference to the discovery of what was literally a mountain of gold. It was in 1882 that the brothers Morgan and another were prospecting in the locality and saw a number of black boulders which appeared to have fallen from the mountain near-by. They crushed and panned off some of the black stones, but the presence of what appeared to be more gold than stone made them doubtful regarding the genuineness of the samples. Their wildest dreams, however, had been more than realised, and they secretly set to work to develop the mine. For several months no one knew of their good fortune, and it is said that, even when they were

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	A.M.	A.M.
Boyne Valley Junction			
333	17	..	..
Mount Larcom			
350	150	..	..
Ambrose			
354	85	..	..
Raglan			
362	33	..	..
Marmor			
370	71	..	..
Si alana			
373	..	..	..
Bajool			
375	27	..	..



COPPER BLAST FURNACE

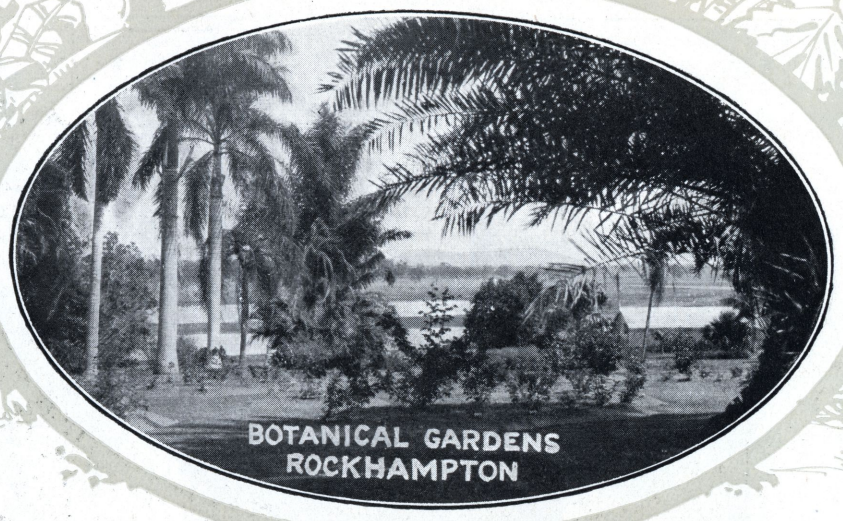


getting gold in large quantities, chance travellers would visit them and depart believing that they were working for copper. By an unkind Fate, Donald Gordon, the owner of the land upon which Mount Morgan stands, had been compelled owing to drought to leave his selection some time before the discovery was made, and he was paid £1 an acre by the Morgan brothers for 640 acres containing wealth untold. Some idea of the magnitude of the mine may be gathered from the fact that dividends paid to shareholders total over nine million pounds. A feature of the railway to Mount Morgan is the rack section with a grade of 1 in 16.

Port Curtis Junction is the next station of interest. It is the starting point of the Main Central Railway which stretches away to the heart of Queensland, terminating at Longreach, 427 miles distant. This railway with its several branches passes through some of the finest grazing country in Australia, and carries to the coast large quantities of wool and minerals, and many sheep and cattle for the meatworks situated at Lakes Creek, near Rockhampton, and elsewhere. The wonder of Queensland's natural resources is exemplified in the Central-West by the Blair Athol Coal Mine, situated 239 miles from Rockhampton. It is estimated that this mine contains 400,000,000 tons of coal, and the seam measures the extraordinary thickness of 93 feet. It is in the Central-West, too, that the artesian water-bearing country has proved so great a national asset. Prior to 1883 it was concluded that the vast inland area of Queensland was incapable of proper development owing to the absence of running streams and the sparseness of rainfall, but Sir Thomas McIlwraith, then Premier of Queensland, realised



Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	A.M.	A.M.
Archer			
381	53	..	..
Midgee			
387	45	..	..
Gavial			
389	8	..	..
Port Curtis Junction			
395	16	..	..
ROCKHAMPTON			
396	18	6.25	7.30
(Breakfast)			



BOTANICAL GARDENS
ROCKHAMPTON

that, if permanent water supplies for stock were obtainable, enormous areas of pasture land could be made available for settlers. There was a persistent belief that far beneath the surface water flowed in great abundance, and in 1885 at Blackall the first serious attempt was made to sink a bore.

This effort failed, but two years later water was struck at Barcaldine, and since that time many hundreds of flowing bores have been sunk. The discovery of these mysterious subterranean supplies opened up a new era in the State's history, and the vast interior, once declared to be entirely unfit for habitation, now carries the teeming flocks and herds which represent the greatest of Queensland's primary industries.

We are now running into the important City of Rockhampton, which may be termed the capital of Central Queensland. It is situated on the Fitzroy River, with the Berserker Range overlooking it on the coastal side, and has wide and well-kept streets, good public buildings, and particularly fine botanic gardens.

The first Europeans to arrive in the district were the Archers, who brought stock, principally sheep, and settled at Gracemere, 6 miles from Rockhampton, in 1855. Other settlers followed but it was not until the Canoona gold rush of 1858 that the settlement was really established. Many disappointed prospectors, either from choice or necessity, remained in the district, and thus Rockhampton received its early population. For many years the Fitzroy River was the only outlet and inlet for trade, but with the advent of the railway Rockhampton became an important commercial centre serving a very rich and extensive area. It is now one of the principal railway depots in Queensland. The wool clip from no less than 12,000,000 sheep passes through the City from the Central-West on its way to the world's markets. The population numbers 30,000.



EAST ST. ROCKHAMPTON



LAKES CREEK MEATWORKS



We breakfast here, and on resuming our journey experience the novelty of travelling through the streets of the City to Archer Park. The junction for the Ridgelands Line follows almost immediately, and, after crossing the imposing Alexandra Bridge spanning the Fitzroy River, Glenmore Junction appears. From here a line runs to the port of Broadmount (25 miles) and the seaside resorts of Emu Park (30 miles) and Yeppoon (33 miles). The British-Australian Cotton Association's Ginnery may be seen at Glenmore Junction. During the 1925 season the Ginnery dealt with more than 3,000 tons of cotton, largely grown in the Dawson Valley district, west of Rockhampton, of which Wowan is the centre.

A very extensive irrigation project has been launched by the State Government in the Dawson Valley district as part of a scheme for closer settlement. It is anticipated that the first 30,000 acres will be ready for selection during 1926. The scheme includes the building of model garden townships and the construction of the Nathan Dam, one of the largest in the world, with an estimated storage capacity of nearly two and a half million acre feet.

Sixteen miles from Rockhampton we pass The Caves Station, so named because of its proximity to the extensive group of limestone caves situated in and around Mount Etna, a prominent feature of the landscape, visible about 2 miles to the right of the railway. This mountain is honeycombed with caves, some of which contain beautiful stalagmites and stalactites, while others are practically full of bat guano

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	A.M.	A.M.
ARCHER PARK			
397	23	7.38	7.45
Alton Downs Junction			
397¼	29	..	..
Glenmore Junction			
398	28	..	..
Parkhurst			
403	95	..	..
The Caves			
412	184	..	..
YAAMBA			
420	56	8.40	8.50

(Locomotive purposes)



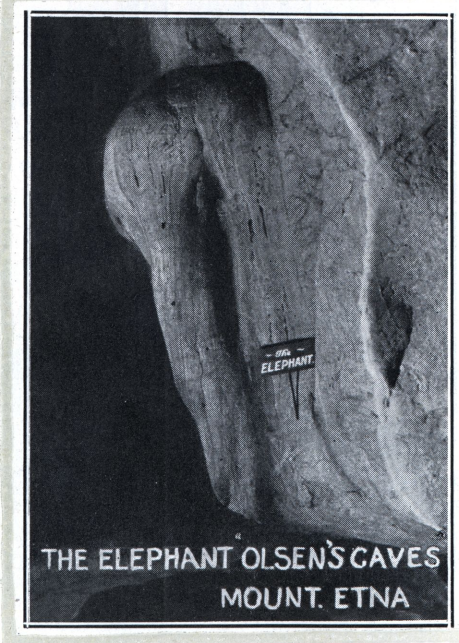

PROSPECTORS

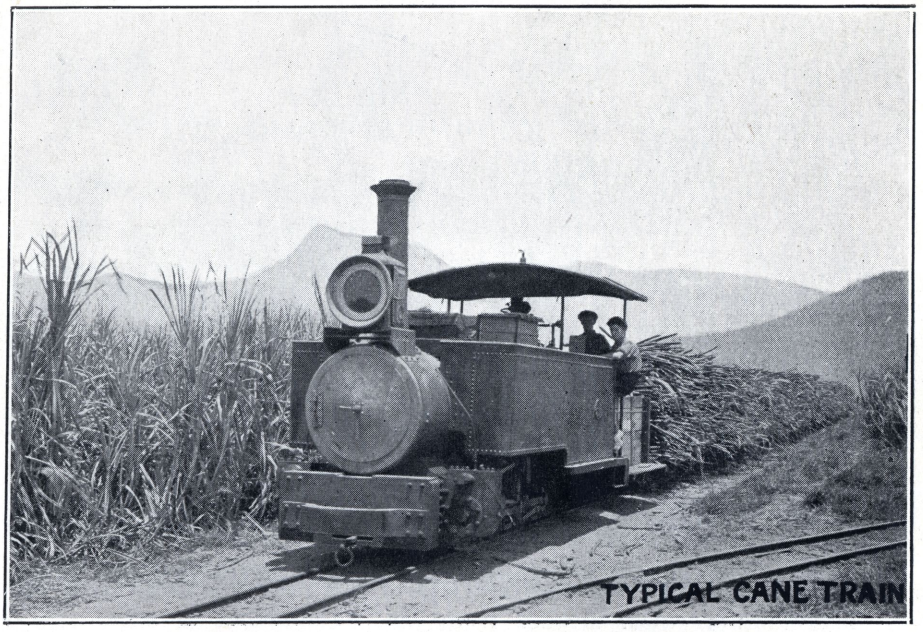
accumulated over vast periods of time. For several years this phosphatic material has been marketed by the Mount Etna Fertilizer Coy., and its removal has left immense chambers above and below the cave of entrance connected by a labyrinth of passages and stairways. A watercourse flows for an unknown distance in one of the caves and descends far below the level of the valley.

In passing Canoona, 30 miles from Rockhampton, we are reminded of the hectic days which gave it birth; days when Canoona and gold were synonymous terms, which swept like wildfire through the continent until the place became the Mecca of the gold-digger. How short-lived was its popularity is told in a few words.

In 1858 reports of payable patches of gold-bearing country began to filter in to the settlement at Gladstone until at length the residents equipped a party headed by one Chapple to prospect along the Fitzroy River. Within a few days Chapple returned with sufficient gold won only with the pick, shovel, and dish to set in motion what afterwards became famous as the "Canoona rush." Gold-diggers came from all parts of Australia, but before the last of the army of from fifteen to twenty thousand adventurers had reached Canoona all the payable ground had been worked out. Disaster followed, and thousands from the States of Victoria and New South Wales found themselves penniless in a spot remote from the centres of population with no chance of retreat. The situation soon became so desperate that the Governments of those States decided to pay the return passages of many of the unfortunate gold-seekers, and arrangements were made with the shipping companies to transport several hundreds back to New South Wales and Victoria. Yet who can doubt that some of the disappointed ones, during their wanderings through the district in anxious search for the precious nugget, actually saw that veritable mountain of gold, Mount Morgan, lying but a comparatively short distance to the south!

Miles from Brisbane.	Height.	TIME-TABLE. Arrive	Depart
	Feet.	A.M.	A.M.
	Canoona		
427	74	..	..
	Merimal		
437	135	..	..
	Kunwarara		
442	151	..	..
	Princhester		
452	251	..	..
	Marlborough		
460	279	..	..
	Bowman		
478	96	..	..
	Hartley		
481	..	..	..
	Styx		
483	43	..	..





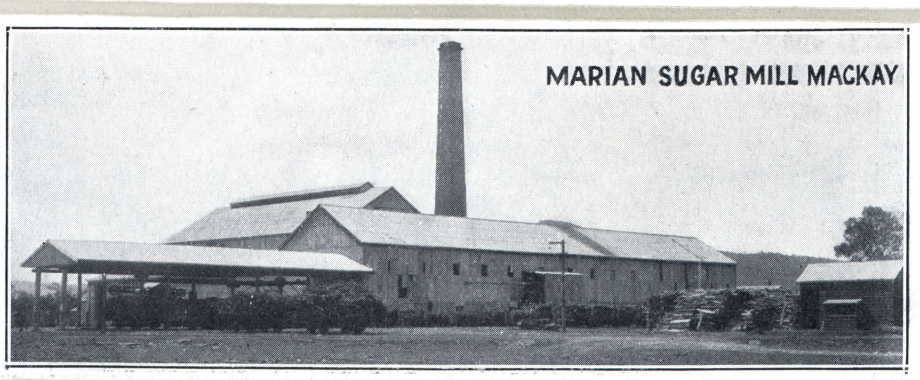
TYPICAL CANE TRAIN

Near Merimal a range of hills with bold outlines appears on the right. This is the Normanby Range. The State Coal Mines visible on the left at Bowman and Hartley tap the Styx River coal deposits, and mushroom settlements have sprung up around them. The Styx River is crossed just after passing Styx Station, and the train then runs across a considerable stretch of marine flats which are bordered on the left by the Broadsound Range.

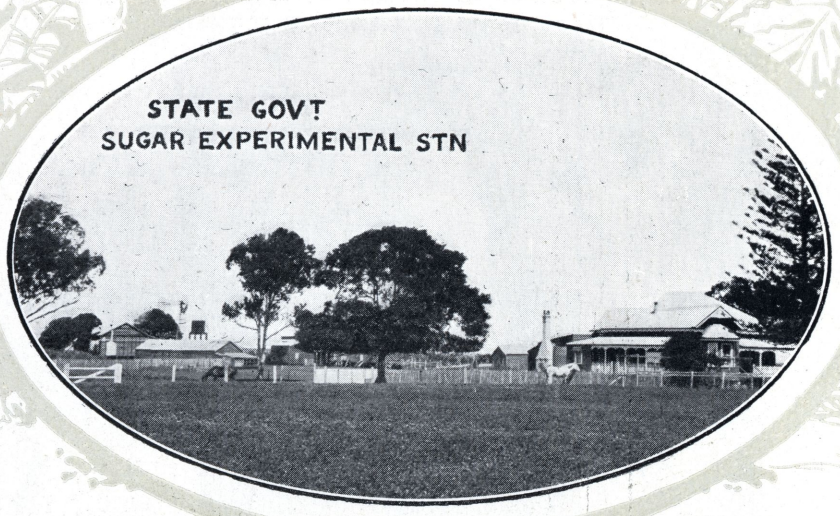
We stop at St. Lawrence for lunch. The old township, which is of historical importance, is some distance, to the right. Here the railway skirts the coast, and beyond Kalarka, a few miles north of St. Lawrence, the line runs close beside the sea in places. The St. Lawrence River, which is crossed immediately after leaving the station, is remarkable for its tides, which rise rapidly, as much as from 18 to 23 ft. The bird life on the marine flats is also a feature of the locality.

The district between Rockhampton and St. Lawrence is devoted to cattle raising and dairying. After leaving St. Lawrence we again run through a considerable tract of grazing country until Carmila is reached. The scenery then becomes more picturesque. Frequent watercourses are crossed, fringed with graceful palms and deep-green foliage, and settlers' homes encircled by waving acres of young cane appear at intervals. We are approaching the greatest of Queensland's sugar-producing areas. Connor's Range comes into view on the left as we near Koumala and parallels the railway for several miles. The Plane

Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	P.M.	P.M.
ST. LAWRENCE			
503	36	12.0	12.30
(Lunch)			
Kalarka			
517	28	..	..
Carmila			
536	47	..	..
Koumala			
562	89	..	..
SARINA			
575	51	3.25	3.35
(Locomotive purposes)			
Rosella			
590	27	..	..
Paget Junction			
595	22	..	..



MARIAN SUGAR MILL MACKAY



Creek Sugar Mill is in the vicinity, and it is nteresting to note that a plant is being installed here to manufacture power alcohol from the by-products of sugar-cane. Crossing Plane Creek we enter Sarina, where there is another sugar mill to the left of the line. Cane tramways are now frequently seen, sometimes crossing the railway or running parallel to it, and then suddenly deviating across broad acres of waving cane. At Rosella very fine views are obtainable of canefields on both sides of the line. From Paget Junction, 3 miles south of Mackay, a branch line runs to Netherdale (42 miles), with sub-branches to Eton (20 miles), Owen's Creek (34 miles), and Kungurri (32 miles). Each of these lines serves sugar-growing areas. The train soon passes the Racecourse Sugar Mill, visible some distance away to the left, and then enters Mackay by a balloon loop.

While we are in the sugaropolis of Queensland we may profitably glean a few particulars about the growing sugar industry, so vital to the development of North Queensland. From official figures supplied by the Department of Agriculture we find that no other agricultural industry in Australia employs so much manual labour. More than 16,000 men are engaged in Queensland's canefields during the cutting season and about 7,000 in mills and refineries. The wages paid for labour amounts to £6,000,000 annually. Sugar farmers now number between 6,000 and 7,000. There are approximately 260,000 acres under cane, and in the 1925 season the crop grown on 198,000 acres was crushed, the tonnage of sugar produced being nearly half a million tons, valued at about nine and three-quarter million pounds. Thirty-seven mills, the best of which cost from half to three-quarters of a million of money to erect and equip with tramlines, dealt with the enormous quantity of cane required to produce this amount of sugar.

The cane is planted in drills made in thoroughly and deeply ploughed land, by putting in short lengths called "sets." These contain "eyes" which ultimately mature into full-grown cane. In newly







cleared scrub land the "sets" are dropped into holes amongst the charred timber. After the crop is cut the "trash" is burnt, and each burning assists in clearing the land until the plough can be used. When the crop obtained from "sets" has been cut the cane will grow again, the new growth being termed "ratoons." Several ratoon crops can be grown in some localities.

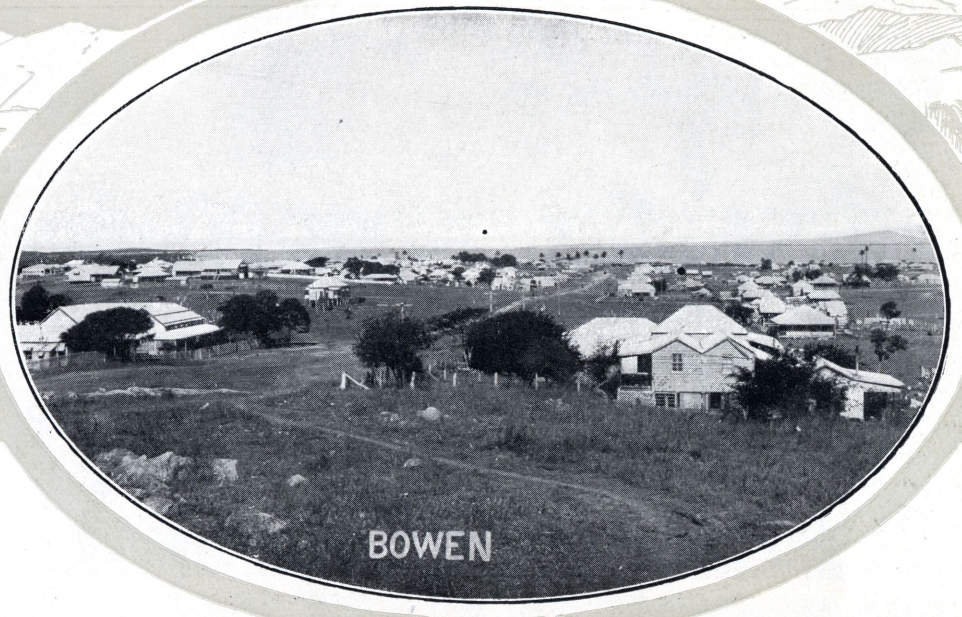
The greatest development in sugar-growing in recent years has been on the belt of country between Tully River and Babinda, but Mackay still holds pride of place as the greatest producing centre, with 87,000 tons of sugar manufactured in 1925.

The State Government has done much by sympathetic treatment to foster this great industry. The sugar farmers, under the Sugar Cane Prices Acts have a voice in the fixing of the price for their product. They are organised under the Council of Agriculture and participate in the management of the sugar mills. The Bureau of Sugar Experimental Stations of the Department of Agriculture, by investigating methods of cultivation, soils, fertilisers, &c., and by entomological and pathological research, has rendered great service, one notable achievement being a reduction of nearly two tons in the average weight of cane required to make a ton of sugar. Experimental stations are situated at Bundaberg, Mackay, and South Johnstone, and these with a number of mills are the property of the State Government.

Mackay (pop. 9,950) is a flourishing town, and proud of the distinction that it is the centre of a district in which more cane is grown with white labour than in any other part of the world. The surroundings are picturesque, and as we resume our journey and cross the Pioneer River we pass through wide stretches of sugar country until the Leap, a precipitous mountain close to the right of the line, is reached.



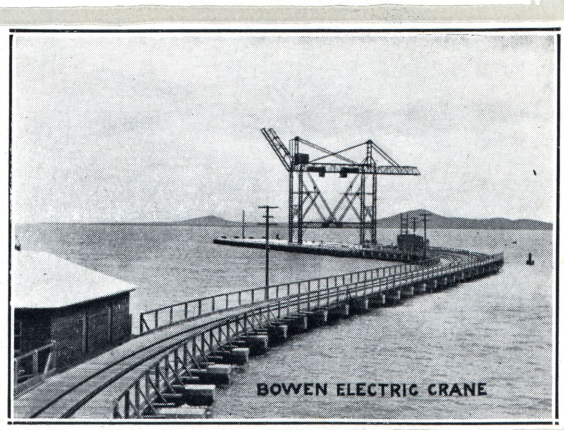
Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	P.M.	P.M.
MACKAY			
598	5	4.30	5.15
(Dinner)			
Mackay West			
599	22	..	..
Erakala			
601	27	..	..
Miclere			
603	74	..	..
Farleigh			
604	123	..	..
Wundaru			
607	104	..	..
The Leap			
609	188	..	..

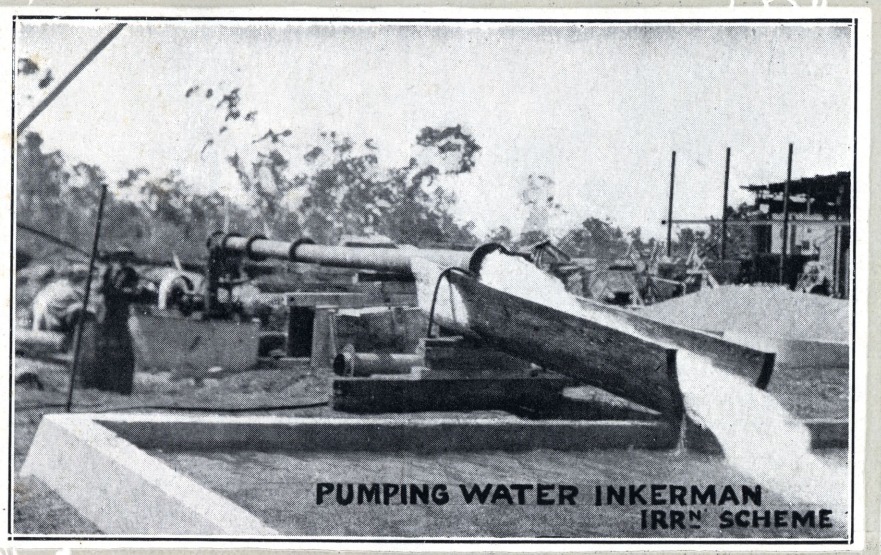


The plain is rich in colouring, and lies in calm repose beneath the encircling hills. Palm-fringed streams silently wind through wide stretches of canefields, and settlers' homes, half hidden in islands of spreading shade trees, add beauty to the scene. In distant fields there rises slowly curling smoke from burning cane like incense to departing day. The setting sun lines the distant hills with crimson and flames across the western sky. Then night softly steals upon us and hangs the heavens with her myriad lamps.

Seven miles from Mackay stands Farleigh Sugar Mill on the left of the railway. Mount Jukes Station, 20 miles from Mackay, is named after the prominent mountain in the distance to the right of the line. Near Koligo we enter another extensive grazing area, which continues to Proserpine. The Clarke Range parallels the railway on the left as far as Bloomsbury. Proserpine is another sugar-cane centre, and the mill stands close to the line just beyond the station. The Proserpine River is crossed immediately after leaving. Cane farms continue to Foxdale, then a considerable tract of cattle country is traversed until Bowen is reached. We run in and out of Bowen through Don Junction. Bowen has a population of 4,300, and boasts a magnificent natural harbour. Good wharfage accommodation is provided, and large vessels can be berthed. A new wharf with an electric traverser crane has recently been erected for the shipment of coal. At Merinda, the Bowen Meatworks adjoin the railway on the right, and to the left runs the branch line to Collinsville, 48 miles distant. The coal deposits in this locality are practically inexhaustible and of excellent quality. The State Coal Mine at Collinsville provides the Railway Department with much of its Northern supplies, and an export trade is being developed.

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Mount Jukes			
618	116	..	..
KOLIJO			
631	59	6.35	6.45
(Locomotive purposes)			
BLOOMSBURY			
651	142	7.45	7.55
(Locomotive purposes)			
PROSERPINE			
673	28	8.55	9.5
Foxdale			
676	52	..	..
Don Junction			
712	30	..	..
BOWEN			
713	5	10.55	11.10





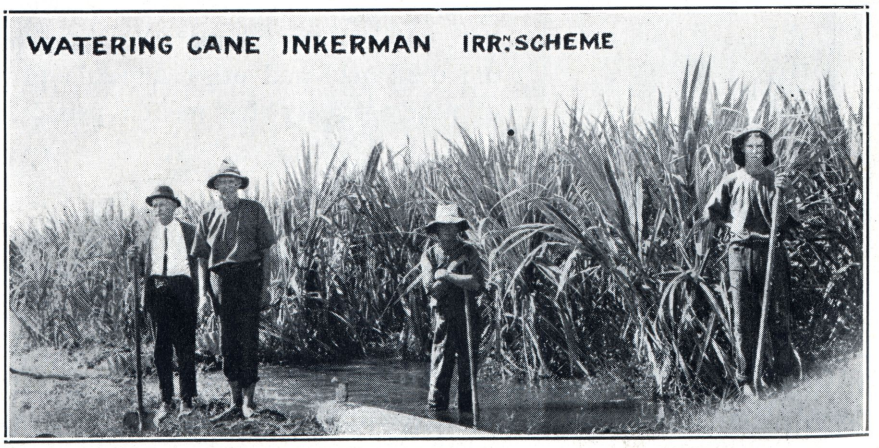
PUMPING WATER INKERMAN IRRN SCHEME

We now traverse large stretches of low-lying timbered country until Broadlands is passed, then cross great tracts of open plains known as Salisbury Plains, which continue to Home Hill. Here the power-house for the recently completed Inkerman Irrigation Scheme may be seen on the left.

This station is designed to generate electric power for the irrigation of 10,000 acres of what is chiefly sugar-cane country. The area is in a particularly dry belt with a very low average rainfall, irrigation being an absolute necessity. The power is conveyed by overhead transmission lines to the farmers' wells and connected therein to a pump and motor, the water thus obtained being conveyed across the canefields in open drains. The wells average from 40 to 60 ft. in depth, but spear plants are provided in some instances, while a few farmers pump from the open river. A spear plant, as the name indicates, is a bore with a perforated spear-shaped end, driven to a depth necessary to obtain water. The water enters the pipe through the perforations, and is drawn to the surface. Up to the present 160 farms are served from the plant, comprising 4,800 irrigated acres. The town of Home Hill is lighted by a separate power plant at the station, and its prosperity is largely due to the irrigation scheme.

Another sugar-cane area follows, and at Carstairs the Inkerman Sugar Mill is situated on the right of the line. Immediately after leaving this station the long low-level bridge over the Burdekin River, nearly half a mile in length, is crossed. Much difficulty has been experienced in obtaining foundations for this structure, and borings to a depth of 145 ft. have been made without striking rock. Flood waters have caused extensive damage to the bridge and interruption to rail traffic between the North and South.

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	A.M.	A.M.
Merinda			
717	17	..	..
GUTHALUNGRA			
740	34	12.35	12.45
(Locomotive purposes)			
Broadlands			
749	30	..	..
Bobawaba			
759	16	..	..
Inkerman			
767	16	..	..
Home Hill			
774	28	..	..
Carstairs			
776	36	..	..



WATERING CANE INKERMAN IRRN SCHEME



MANGO TREES

The Kalamia Sugar Mill lies to the right of Ayr. Ayr township is remarkable for the number of windmills at private residences. Water can be obtained by spearing to a depth of a few feet, and most of the inhabitants have taken advantage of this natural supply. Farmers too, in many cases, irrigate their land by the same means.

We pass another sugar mill at Pioneer, then enter the extensive Lochinvar cattle station property, which continues nearly to Hodel. The homestead is on the left of the line at Lochinvar. The giant ant-hills on the great plain to the right are worthy of note, and resemble military encampments when viewed from a distance. The Haughton River is crossed just before Giru is reached. Here, again, large areas are under sugar-cane, and the Invicta Mill, owned by the farmers of the district, is situated on the left of the line. Beyond Giru the railway passes over stretches of marine flats, the habitat of many native companions and other large birds. These flats continue to Clevedon, and are followed by grazing country as far as Stewart's Creek. The Northern Penal Establishment is situated here, and the Northern Railway running into the interior as far as Dajarra (576 miles) commences.

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	A.M.	P.M.
AYR			
782	25	3.0	3.15
Pioneer			
787	10	..	..
Lochinvar			
791	8	..	..
Hodel			
800	8	..	..
GIRU			
802	9	4.10	4.20
(Locomotive purposes)			
Clevedon			
813	1	..	..
Stewart's Creek			
825	54	..	..
TOWNSVILLE			
831	7	5.30	..
(Breakfast)			

This railway, known as the Great Northern Railway, has numerous branches, and serves the great mining and cattle areas of the North. The Charters Towers Goldfield, 83 miles west of Townsville, needs no introduction. It has proved marvellously rich and has produced gold and other minerals to the value of nearly twenty-nine million pounds.



PAW PAW TREE


TOWNSVILLE
FROM CASTLE HILL

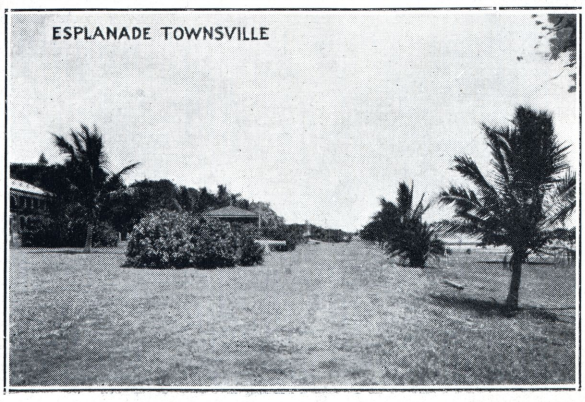
Cloncurry, in the far North-west, is the centre of one of the largest tracts of copper-bearing country in the world. The recently discovered silver-lead field at Mount Isa, situated due west of Cloncurry, is extremely rich and promises a great future. A railway 60 miles in length is now being built from Duchess to Mount Isa.

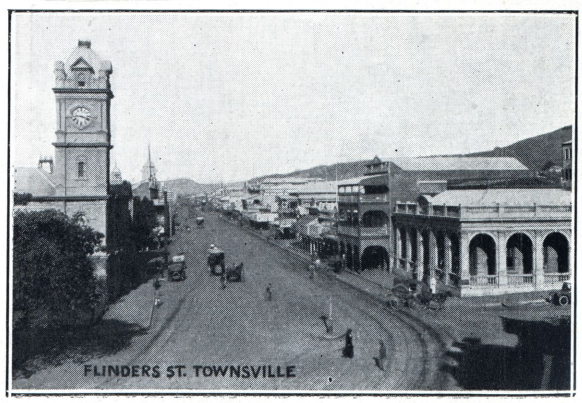
Between Charters Towers and Cloncurry the country is almost wholly devoted to cattle-raising, and many thousand head are carried annually to meatworks near the coast.

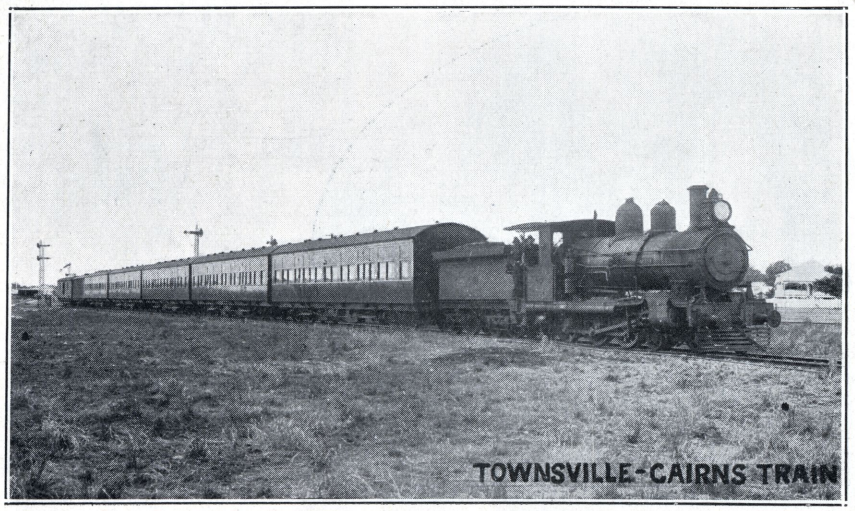
The environs of Townsville presently appear, and we soon enter the station of the Northern capital. Townsville is situated on the western shore of Cleveland Bay, and the imposing landmark Castle Hill (936 ft.) overshadows the city. The population is 27,800. As a seaport Townsville ranks first in importance in North Queensland. It is a regular port of call for coastal shipping, and many oversea steamers berth in its fine harbour.

The administrative headquarters of the Northern Railway system are situated here, and the railway workshops provide employment for a large number of men. There are two meatworks in the vicinity from which many thousands of tons of frozen beef and canned meats are exported annually. Iron foundries are also numbered amongst the city's industrial activities.

Magnetic Island, named by Captain Cook "because he perceived that the compass did not traverse well when he was near it," is a notable beauty spot and pleasure resort situated in Cleveland Bay. A motor launch service makes it easily accessible to the visitor.


ESPLANADE TOWNSVILLE


FLINDERS ST. TOWNSVILLE


TOWNSVILLE-CAIRNS TRAIN

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	A.M.	A.M.
Mon. Wed. and Fri.			
TOWNSVILLE			
831	7	..	7·35
Purono			
848	30	..	..
ROLLINGSTONE			
865	66	8.55	9.15
(Refreshments)			
Bambaroo			
883	45	..	..
Helen's Hill			
890	40	..	..
INGHAM			
899	35	10.35	10.50

The Northern Wonderland

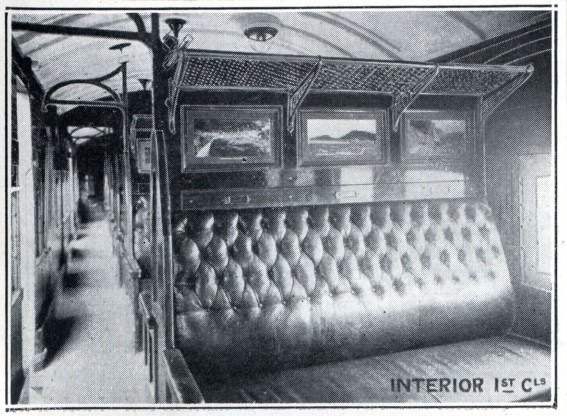
"And a glamour leads us on
To the distance rainbow-spanned,
For the road we travel on
Is the road to Fairyland."

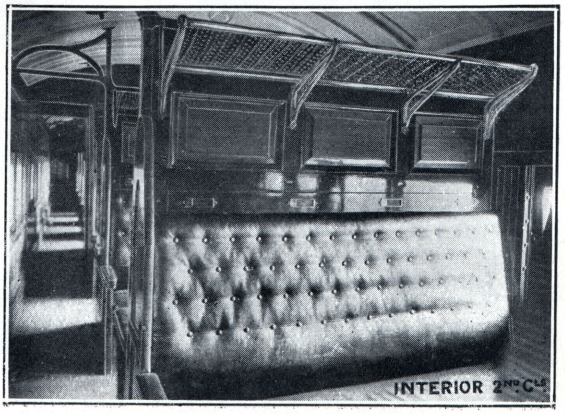
No portion of the journey is more grandly beautiful and so full of interest as the northern end of the section from Townsville to Cairns and the AthertonTableland.

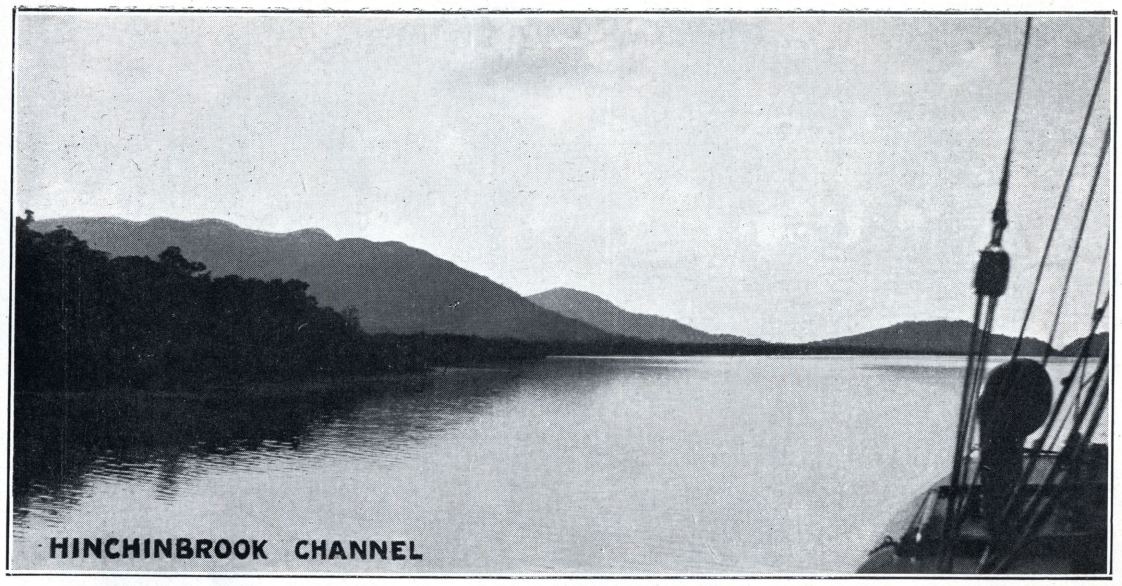
Leaving Townsville in the early morning by the comfortable Mail Train, we quickly settle down to the last stage of our journey and soon reach Rollingstone, where light refreshments are obtainable.

Beyond Rollingstone the landscape becomes more tropical and patches of dense scrub are passed at intervals until Ingham is approached. Here the country opens out into vast stretches of plain, chiefly covered with sugar-cane and dotted with homesteads. The town is prettily situated in the centre of this plain and nestles among enormous shade trees. Weeping figs, bamboos, and mango trees provide a magnificent background of various shades of green for the flaming red of the poinciana and the golden yellow of the cascara tree.

From Ingham a narrow-gauge tramline runs to the port of Lucinda Point, 18 miles distant, passing Halifax, remarkable for its cosmopolitan population. Ingham has a population of about 7,000, and sugar-growing and dairying are the principal pursuits. There are two sugar mills in the district, Victoria and Macknade, one of which is visible from the railway at Lilypond.


INTERIOR 1ST CLS


INTERIOR 2ND CLS



HINCHINBROOK CHANNEL

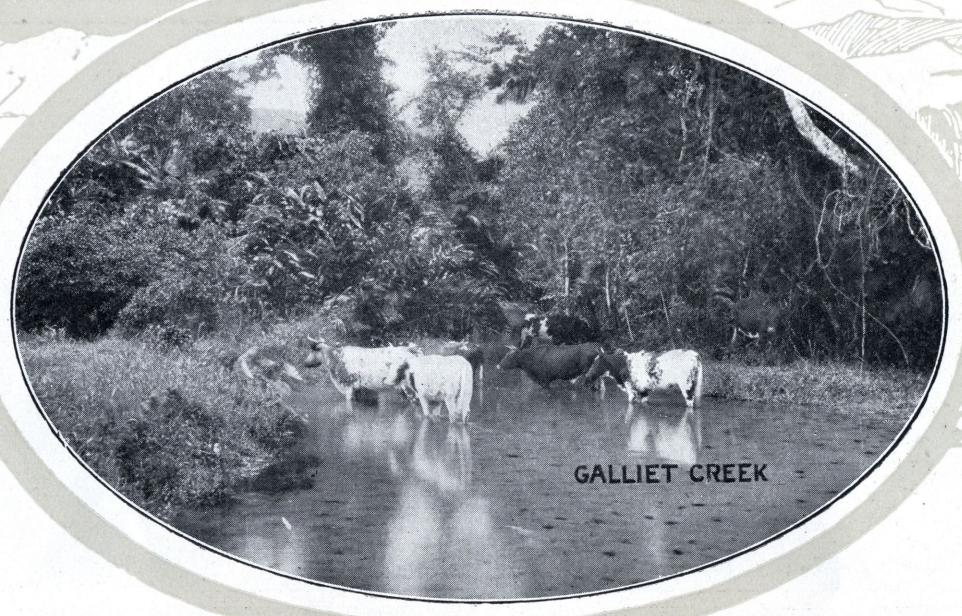
The Herbert River skirts the railway on the left after leaving Ingham, and crosses at Lilypond, 5 miles to the north. The Seymour River is crossed beyond Bemerside, and the line then continues very close to the coast; the Hinchinbrook Channel, famous for its scenic beauties, being but a short distance away. We now run through a large area reserved for the use of aborigines. The Mount Leach Range borders this Reserve on the left, and continues for many miles until it junctions with the Cardwell Range. Lunch at Cardwell comes as a welcome interlude, and the angler hearing of the excellent fishing ground here is sorely tempted to linger on the beach adjacent to the station.

Beautiful patches of tropical jungle are passed between Bilyana and Tully, and in the clearings young cane is growing among the charred timber. Logs and teams in station yards provide us with the first glimpse of North Queensland's untold wealth of cabinet timbers. Tully is the latest addition to the Northern sugar-producing centres, and promises a great future. The new Government mill is the finest in Australia, and has a milling capacity of 7,000 tons of cane per week. A township has grown about the mill overnight, and the rapid development of the district is remarkable. Many miles of tramways have been laid, substantial buildings built, roads formed, and great tracts of dense scrub cleared for sugar farms. Sugar is now all that matters, and from Tully to Cairns the railway runs through interminable seas of cane. What has been incidental to our journey now becomes all-important.



CARDWELL

Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	A.M.	A.M.
	Lilypond		
904	18	..	..
	Bemerside		
905	17	..	..
	CARDWELL		
		P.M.	P.M.
932	18	12.10	12.30
	(Lunch)		
	Kennedy		
939	26	..	..
	BILYANA		
945	80	1.0	1.10
	(Traffic purposes)		
	TULLY		
959	49	..	1·40



GALLIET CREEK

The cane farms beyond Tully are interspersed with glorious scrub scenery. Palisades of tall feathery palms surround the clearings, and enclose dense jungle wherein Nature has displayed her grandeur in a riot of tropical growth. Magnificent jungle borders the railway between Feluga and El-Arish. The undergrowth is a tangled mass of palm and vine, and luxuriant creepers climb higher and higher towards the light, clothing the tall trees in a garb of deepest green and draping delicate festoons between the graceful palms. Crystal-clear streams appear at intervals with fleeting glimpses of fairylike bowers, where rare ferns and palms kiss the water's edge and carpet the banks in splendour.

Soldiers' settlements are responsible for the Eastern names of several stations between Tully and Innisfail, and call to mind notable places in the Mesopotamian Campaign.

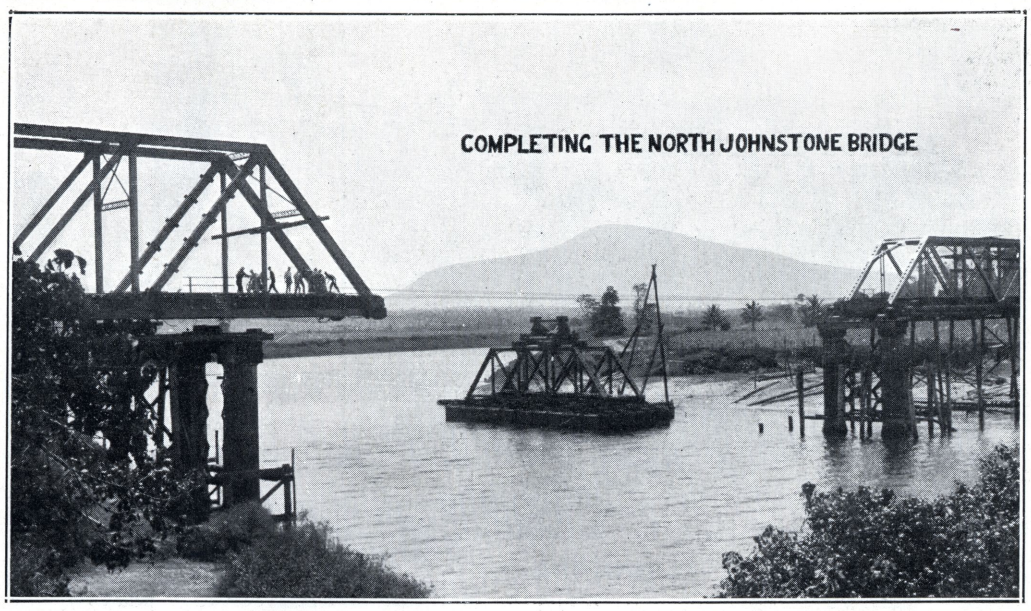
The Japoon Tramway crosses the railway at Silkwood, and runs from the interior to the mouth of Maria Creek. The Liverpool Creek is crossed soon after. Open cane country comes into view at Rafa, and at Boogan the South Johnstone Sugar Mill can be seen on the left and the Mourilyan Mill on the right.

Ten years ago the primeval forest held undisputed possession of the country through which we are now travelling. It was a trackless jungle matted with lawyer vines and impassable undergrowth where the stinging tree flourished spitefully. But no stronghold of Nature daunts the courage of the pioneer, and "back, ever back, his conquests press the wilderness." To-day the fertile field spreads her green mantle across the smiling valleys, and the solitude of ages is broken by the laughter of happy children.

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Feluga			
963	90	..	..
El-Arish			
969	71	..	..
Jaffa			
971	55	..	..
Silkwood			
973	39	..	..
Rafa			
981	28	..	..
Boogan			
983	43	..	..



SCRUB TOWNSVILLE-CAIRNS RLWY



COMPLETING THE NORTH JOHNSTONE BRIDGE

Miles from Brisbane.	Height.	Time-table. Arrive	Depart
	Feet.	P.M.	P.M.
INNISFAIL			
989	22	3.10	3.25
Goondi			
990	21	..	..
Daradgee			
992	28	..	..
Garradurga			
994	24	..	..
Eubenangee			
995	26	..	..
Jogo			
996	..	..	..

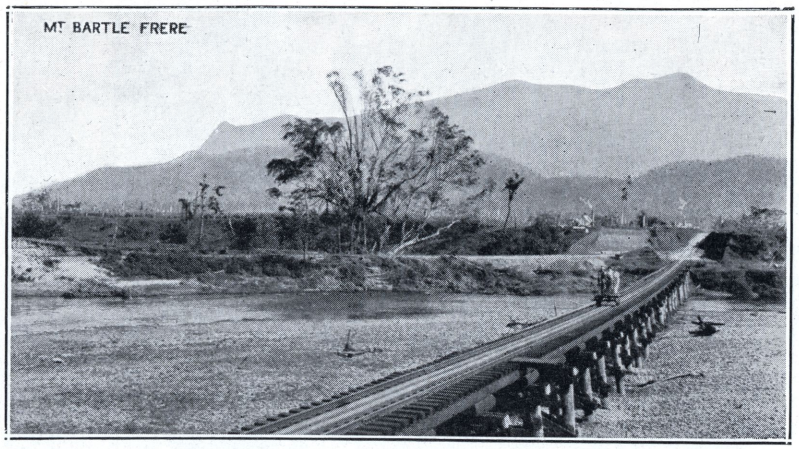
The South Johnstone River is crossed just beyond Boogan, and the train soon reaches Innisfail. The town, which has a population of about 8,000, is situated at the junction of the two branches of the Johnstone River, and is notable for its cosmopolitan population. With Babinda it shares the distinction of having the highest annual rainfall in Queensland. The average yearly fall is more than 150 inches, most of which is recorded in the wet season extending from January to March. In twenty-four hours no less than 21 inches have been recorded.

To the seeker after the bizarre, Innisfail is a rare find, for it harbours representatives of almost every nationality. Sugar is the source of its wealth, but banana cultivation is now being seriously undertaken. A 2-ft. gauge railway runs to the beautiful Mourilyan Harbour, 11 miles distant, passing the township of Mourilyan and the sugar mill. For many years prior to the completion of the North-South Railway, this was the only means of entry or exit for travellers to and from Innisfail.

Leaving the station, the Goondi Sugar Mill can be seen on the left, and cane farms continue on both sides of the line. Beyond Goondi the railway crosses the north branch of the Johnstone River. It was the completion of this bridge, in December 1924, which forged the last link of the Coastal Railway from Brisbane to Cairns, and established direct railway communication between North and South Queensland.



ENTRANCE MOURILYAN HBR

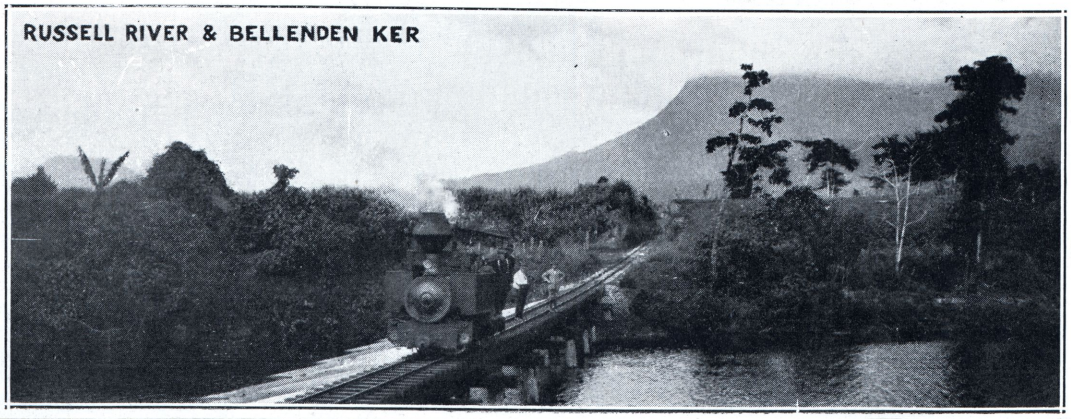


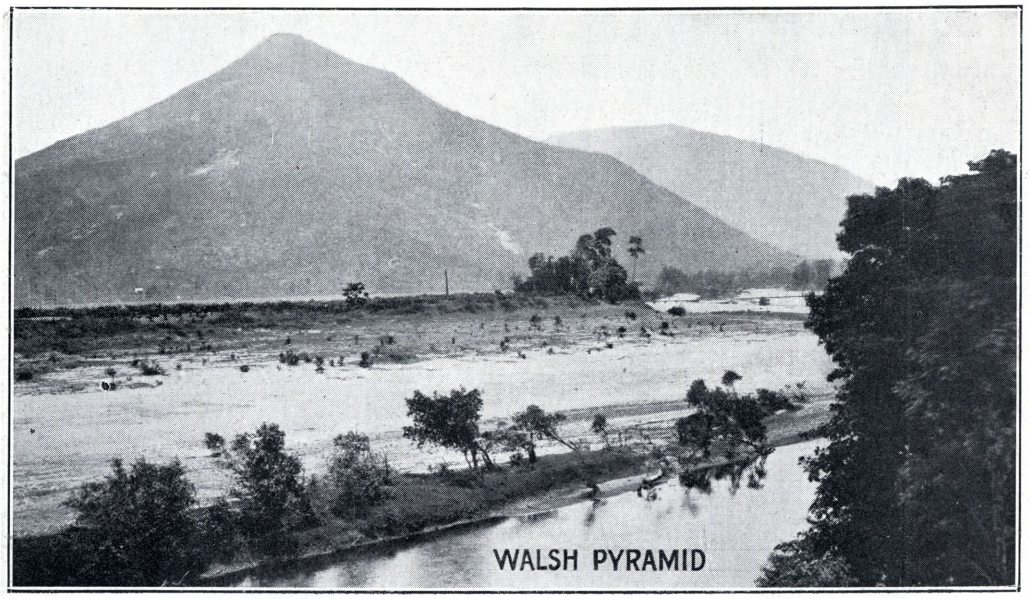
The scenery north of Innisfail has a charm of its own. Around Daradgee, green lakes of sugar-cane lap the distant undulating hills, and circle clumps of waving palms and spreading mango trees amongst which cool bungalows peep invitingly. Then appear majestic mountains with soaring peaks which rise to cloud-capped heights. Sometimes advancing, sometimes retreating, these beautifully wooded ranges fleetingly display their emerald loveliness, then fade into the purple distance. The sunlight touches them with sudden gloom or splendour, and fleecy clouds caress their verdant slopes.

Bartle Frere (5,287 ft.), the highest mountain in Queensland, comes into view on the left soon after Russell River is crossed, beyond Waugh's Pocket, and is clearly visible from Mirriwinni to Mopo. The Seymour Range, which has bordered the railway on the right from Innisfail, now becomes the Graham Range, and the Russell River flows below it as far as Cucania, where it junctions with the Mulgrave River from the North and enters the sea.

Babinda, lying in the valley beside the towering ranges, is another sugar centre with a mill close to the station. For the young and active it is the starting point for climbing excursions to the mountain peaks of Bartle Frere and the Bellenden-Ker Range, from the heights of which the outlook of sweeping coastline and fertile valley is beyond compare. Pleasant walks, mountain streams, and silvery cascades provide the holiday-maker with ideal surroundings, and the State Hotel, a fine structure visible on the left of the railway before entering the station, ensures that personal comfort so essential to an enjoyable vacation.

Miles from Brisbane.	Height.	TIME-TABLE.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Waugh's Pocket			
998	41	..	..
Moolaba			
1001	43	..	..
Mirriwinni			
1002	72	..	..
Mopo			
1004	28	..	..
BABINDA			
1006	32	4.15	4.25
(Locomotive purposes)			
Frenchman's Creek			
1009	34	..	..





WALSH PYRAMID

Miles from Brisbane.	Height.	Time-table.	
		Arrive	Depart
	Feet.	P.M.	P.M.
Bellenden-Ker			
1012	40	..	..
Cu-Cania			
1014	32	..	..
Fishery Creek			
1019	61	..	..
ALOOMBA			
1025	46	..	5.25
GORDONVALE			
1029	57	..	5.50
Edmonton			
1035	51	..	..
CAIRNS			
1043	6	6.45	..

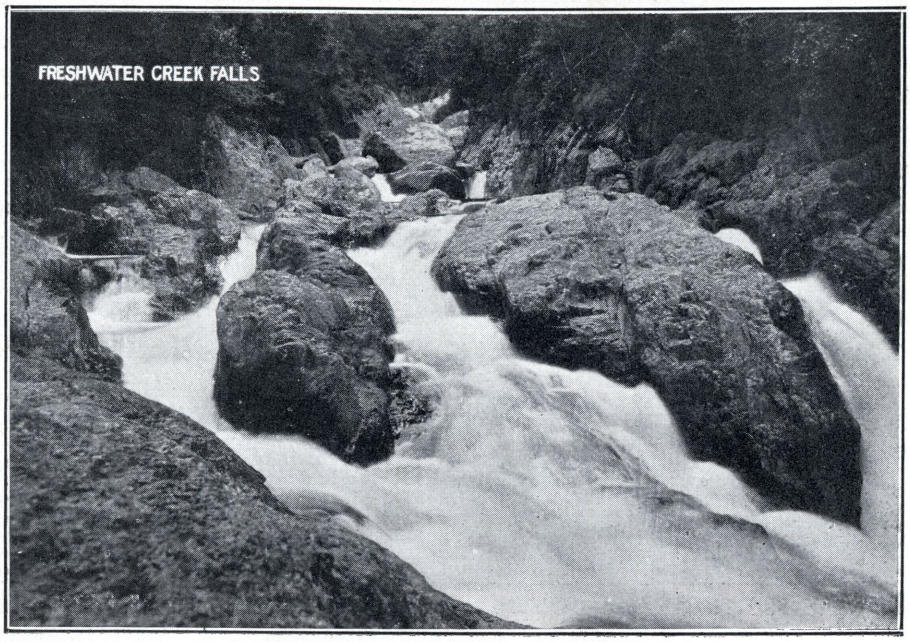
With Babinda behind us our journey draws to a close, but the intervening distance to Cairns adds fresh charms with every mile, for it is the renowned valley of the Mulgrave we are travelling through. From Cu-Cania to Gordonvale the railway hugs the bank of this fine river and crosses numerous streams which flow into it from the mountains inland. The Bellenden-Ker Range lies to the left of the line, calm and majestic, its centre peak rising to a height of 5,181 ft., opposite Bellenden-Ker Station. Along the coast the Malbon Thompson Range looks down upon the silvery beaches of a tropic sea, and the valley, narrowing at the northern end, sleeps peacefully between her ancient guardians.

The railway passes Walsh Pyramid (3,022 ft.) at Aloomba, and a few miles further on crosses the Mulgrave River. Gordonvale with its sugar mill follows, then canefields continue to the outskirts of Cairns. The Hambledon Sugar Mill is visible some distance to the left at Edmonton, and Mount Sheridan, seen soon after, warns us of our proximity to our destination.

As darkness falls the train draws quietly into the Northern terminus, and gathering our belongings we are soon refreshed and ensconced on the deep veranda of a tropical hotel, there to be lulled to sleep by the silken rustle of the coco-palms and the softly lapping waters of a Northern sea.



ABBOTT ST. CAIRNS

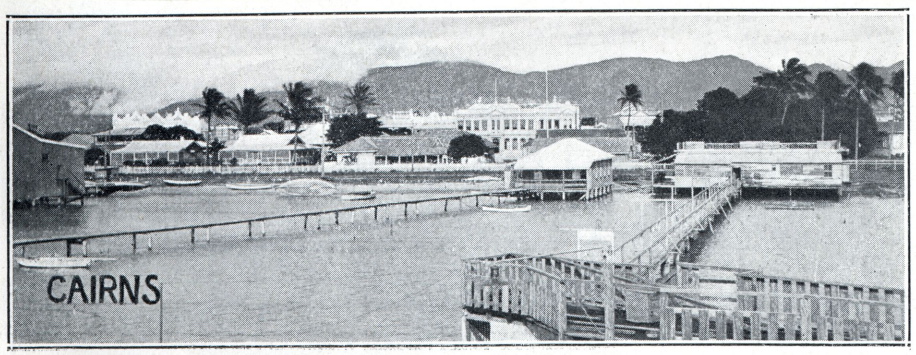


The Barron Gorge

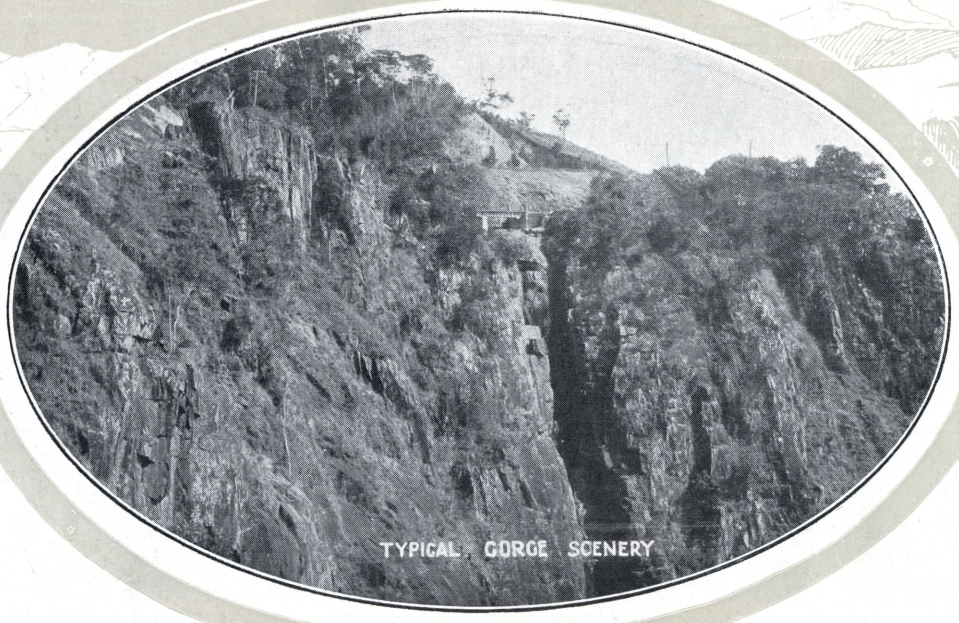
"Within the vast ravine whose rifts did pour
Tumultuous floods from their ten-thousand fountains."

Cairns (pop. 11,000), shaded by giant banyans, weeping figs, and mango trees, and perfumed by the waxen flowers of the frangipanni, lies languorous in summer and invitingly restful in winter by the peaceful waters of Trinity Bay. Behind, the purple bastions of the Coastal Range look down upon a valley swathed in the lights and colours of an Eastern garden. There is a loveliness, a charm, about the environs of this young city which stays our wanderings, and care-free days are spent in excursions to the favourite marine resorts of Yorkie's Knob, Double Island, and Green Island, or maybe to one of the nearer sugar mills along the beautiful valley.

Then pushing on, we leave one sunny day for Kuranda. The mountain train pulls out of Cairns while the bending grasses are still wet with morning dew. Across the lowlands we go, with Tablelanders returning to their homes on the Great Plateau, timber men going back to "the still bright forests massed and green," and others like ourselves travelling "over the Bump" for the first time. Past squares of vivid green cane, past orchards and bungalows, past winding streams and hazy foothills, the little train travels jauntingly to pause for a moment at Freshwater Creek before settling down to the climb before it.

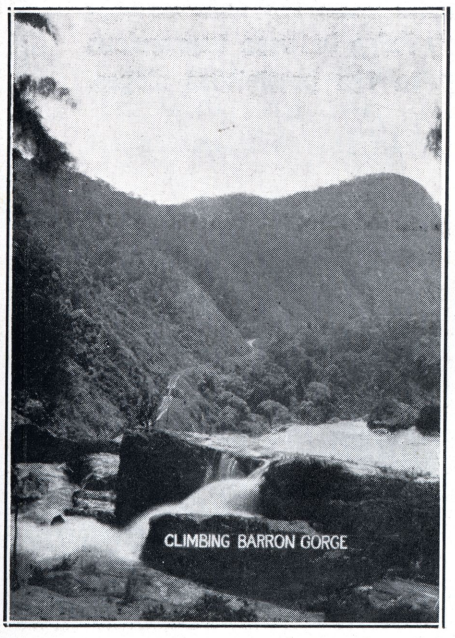


Here is the source of Cairns's enviable water supply. From the mountain heights the crystal stream

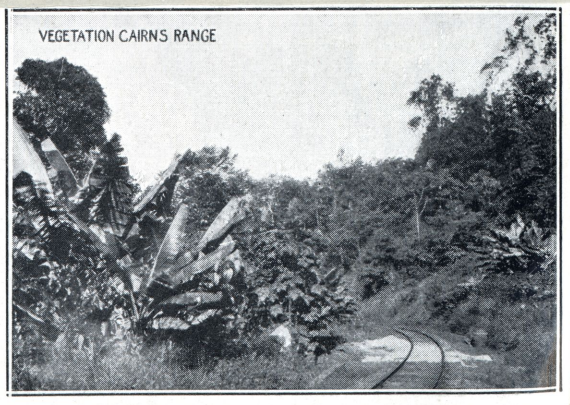


TYPICAL GORGE SCENERY

comes in silvery cataracts and delicate cascades as pure and clear as any in the world. Redlynch is but a mile distant, and signals the beginning of one of the most thrilling ascents in Australia. We start to climb, imperceptibly at first, then gradually rising higher and higher, past plantations where the banana and pineapple flourish, past trellises of granadillas and gardens where the papaw grows to perfection. Far to the right, the Barron Gorge rolls away as if in orderly retreat and fades into the deepest purple. High up but near at hand, the Glacier Rock and Red Bluff rise sheer against the sky, a deeply scored gash of red along their precipitous faces betraying the route we follow. Past still green forests and matted scrub; past wild bananas and mangoes thriving in riotous profusion, round horseshoe curves and deep red cuttings, winds the narrow steel ribbon. The climb becomes exhilarating. Seats are no longer occupied, and, from end to end of the train, windows and balconies are filled with passengers, for long acquaintance cannot dim the wonder of this most enthralling journey, and constant travellers over the Range see new beauties on every occasion. With a shrill whistle the train plunges into the first of fifteen tunnels, and immediately afterwards rounds a prominent elbow. There comes a glimpse of Redlynch and Freshwater Valley far below. Still climbing over abysmal gorges, along spidery bridges, through tunnels and cuttings, out upon narrow ledges where sheer drops of hundreds of feet hold our fascinated gaze, we presently reach Stony Creek (664 ft.).



CLIMBING BARRON GORGE



VEGETATION CAIRNS RANGE

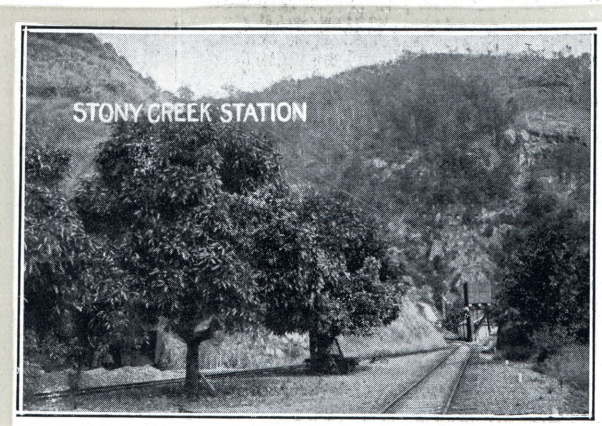


BARRON GORGE

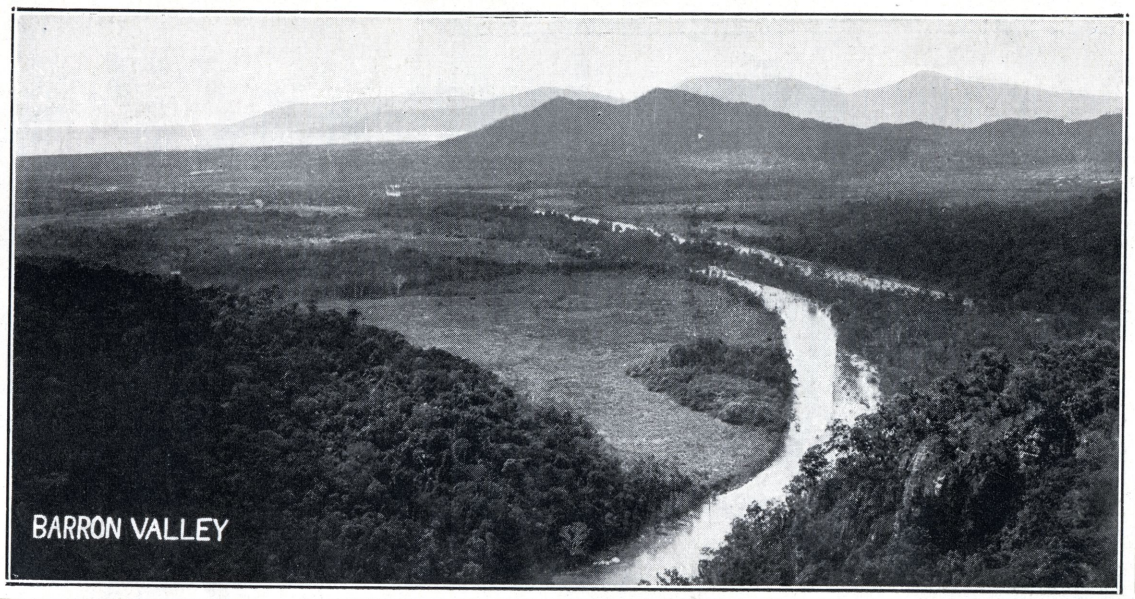
When the poinciana and cascara are in bloom the little station bursts into view a splash of crimson and yellow, and lies half hidden beneath the dull red and deepest green of shady mango trees, which in summer temptingly offer their luscious fruit to thirsty travellers. A short stop, then onwards goes the mountain train, puffing, straining, and shrilly whistling its warnings as it drags its sinuous way higher and higher towards the clouds. Immediately beyond Stony Creek comes the fall which gives the station name. Beautiful indeed is this silvery cascade falling so close to the railway that it often sprays the carriages of passing trains. After dropping 150 ft. on the left of the line it plunges under the high lattice bridge, then madly leaps into the gorge below. The curve of the bridge is so sharp that from the rear of the train a photograph of the engine passing over it is easily obtained. Then out upon the face of the towering slopes the train emerges. The Glacier Rock, 1,560 ft. above sea-level, rises sheer on our left, a rugged cliff 400 ft. above us, while below, the Gorge clothed in emerald loveliness, drops into abysmal depths. It is here that the engineering difficulties of this wonderful narrow-gauge railway become most apparent. Across the Gorge the line makes clean red cuts through a series of spurs, disappears suddenly into the earth itself, reappears as a tiny ledge between tremendous heights and depths to wind over high trestle bridges clinging tenaciously to the precipitous slopes. Little wonder the railway cost £31,000 a mile to build.



STONY CREEK FALLS



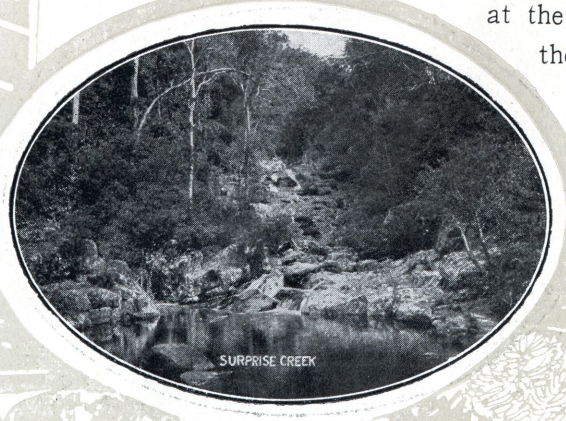
STONY CREEK STATION



BARRON VALLEY

Rounding Red Bluff the scene perhaps is the finest on the journey. Bathed in sunlight, the Barron Valley far below presents an unforgetable picture. Redlynch is clearly visible and Cairns lies almost hidden in the distance. The dull red squares and vivid greens of cultivated areas, the deeper greens of patches of scrub, the purple mountains far away and the silver thread of the Barron winding out to sea, provide a picture beautiful beyond words. We can only gaze in rapture as the winding of the track produces many variations of this wonderful view, and carry it away an imperishable memory.

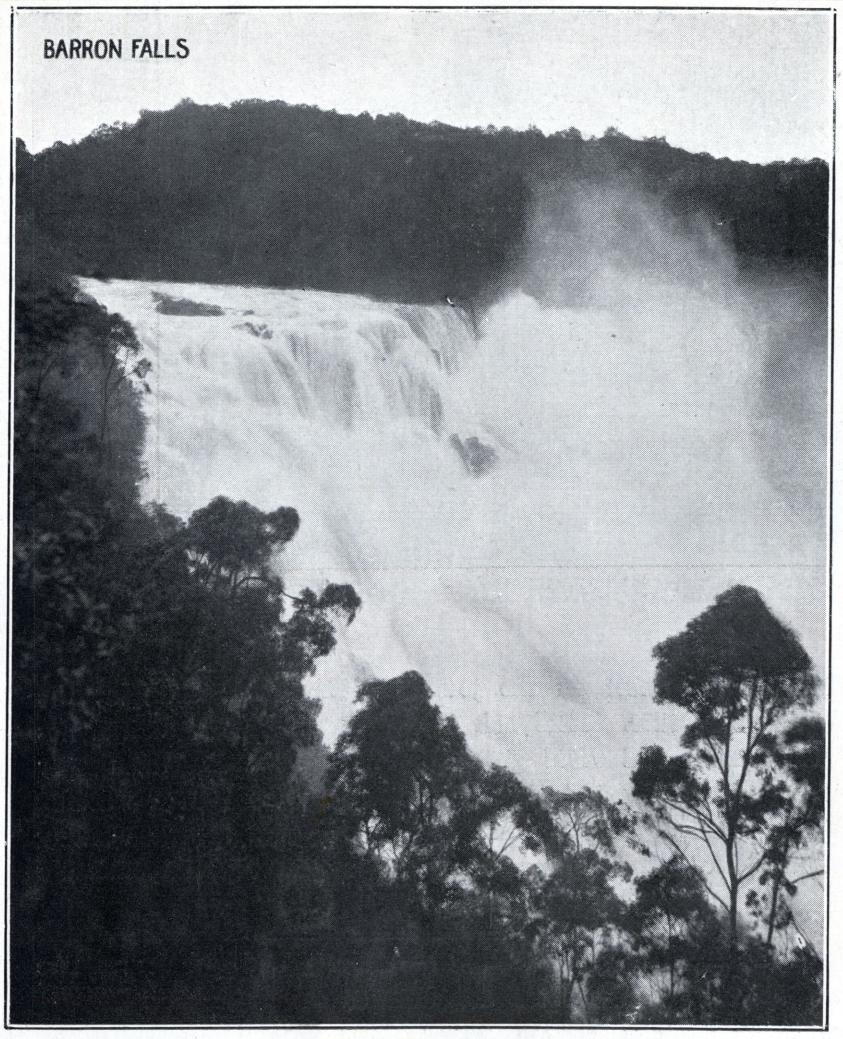
Now well within the Gorge, the precipitous slopes appear in all their majesty and grandeur. The tallest trees which clothe the ravine in a gorgeous sylvan mantle are dwarfed to small proportions by the tremendous heights. The Barron River flows swiftly over its narrow bed a thousand feet below. Surprise Creek is crossed, a charming spot rich in the beauties of the scrub, with a tumbling, sparkling stream leaping joyously over its stone-strewn bed. Then as the last view of the Valley fades away, and the splendour of the Gorge holds us spellbound, there comes a distant booming as of falling water rapidly increasing in volume as we near Robb's Monument, a large block of granite at the precipice-edge, which was cut away from the mountain's face when the line was built and named after the constructing engineer.



SURPRISE CREEK



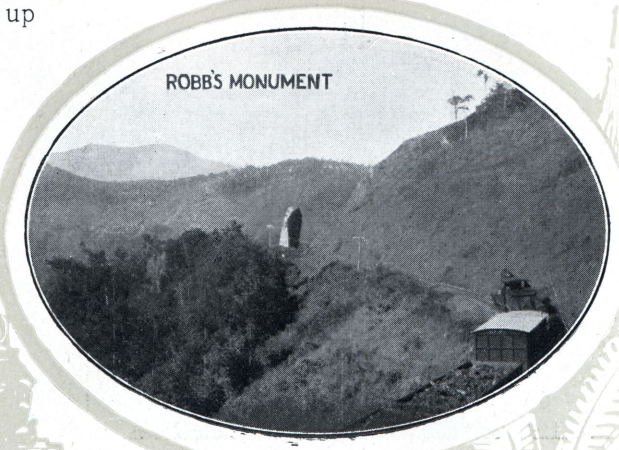
SURPRISE CREEK FALLS



BARRON FALLS

While the thunder of a mighty cataract grows louder and louder Lady Robinson's Lookout comes into view, perched on giddy heights above the Devil's Pool, followed by King O'Malley's Chair, another favourite lookout close at hand; but these are passed unheeded, for the roar of the Barron becomes all-subduing, all-compelling. Then with Barron Falls Station there suddenly bursts upon us the magnificent spectacle of millions of gallons of foaming, frothing, snowy water falling in wild disorder over a narrow ledge to depths unseen. It is the mighty Barron River, released from its tortuous path, plunging in uncontrollable fury over the precipice into a rock-strewn chasm more than 800 ft. below. No pen can describe or picture paint the wonder of the Falls, but the fortunate traveller who views this awe-inspiring handiwork of Nature never forgets the scene.

Beautiful as the Falls are from above, their power and glory can only be fully appreciated by braving the descen and standing below the deeply falling water. It is then that individuality is lost in contemplating the overwhelming forces of elemental Nature. Thundering unceasingly into a churning basin, the water raises clouds of spray like steam from a seething cauldron. The towering walls of the ravine rise sheer on either side, leaving only a ribbon of deep-blue sky far up above. All is gigantic, overpowering, overwhelming. It is as if the ancient Jupiter had hurled his Cyclopean thunderbolts at mighty Titans and left the Gorge "with deeps tremendous and cloud-capped heights," a memorial to the immortal conflict.



ROBB'S MONUMENT



Or maybe, in some far-off æon of time an unimaginable cataclysm seized the locality:

"Ruin and earthquake shock, and crashing shores,
Thunder's long roll and lightning's vivid blaze;
The whole mass tottering, heaven and earth confused,
Hills shaking, crouching forests, cracking branches,
Sun, moon, and stars removed."

But always the origin of the Gorge will remain a matter for conjecture.

Another mile and a half alongside the Barron River and we reach Kuranda (1,080 ft.), the tourist centre of the Cairns district. This charming mountain resort is ideally situated and offers a diversity of attractions to the holiday-maker. The hotel accommodation is excellent, and affords all the comfort and conveniences of a city establishment. Tennis courts and a ballroom are provided for recreation, and bathing in the Barron River, which flows below, is an enjoyment not to be missed. The Barron Falls are within comfortable walking distance, and King O'Malley's Chair, Lady Robinson's Lookout, and Robb's Monument are but a short distance further towards Cairns. On the way to the Falls, direction notices to Rocky Hill and the Giant Pine Tree are passed. Near the Falls but on the opposite side of the Gorge is the Grey Mare's Tail, a thin white streak of water falling many hundreds of feet, while below Lady Robinson's Lookout lies the deep still water of the Devil's Pool.


ABOVE BARRON FALLS

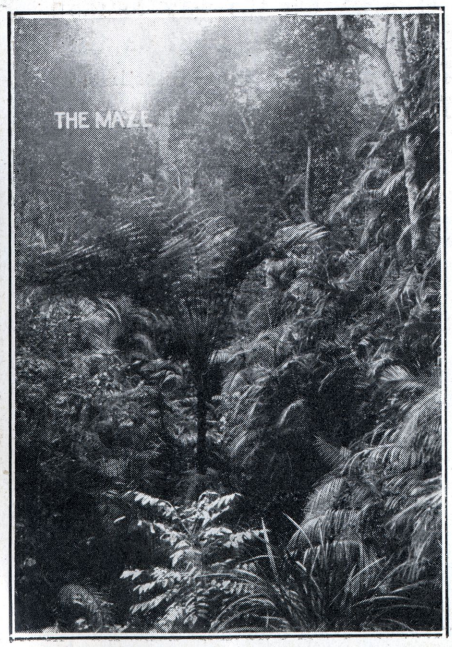


KURANDA STATION

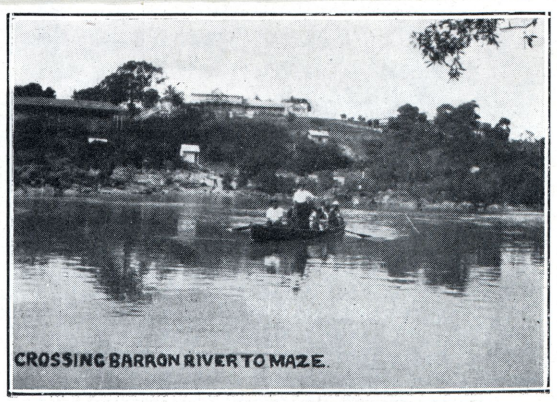


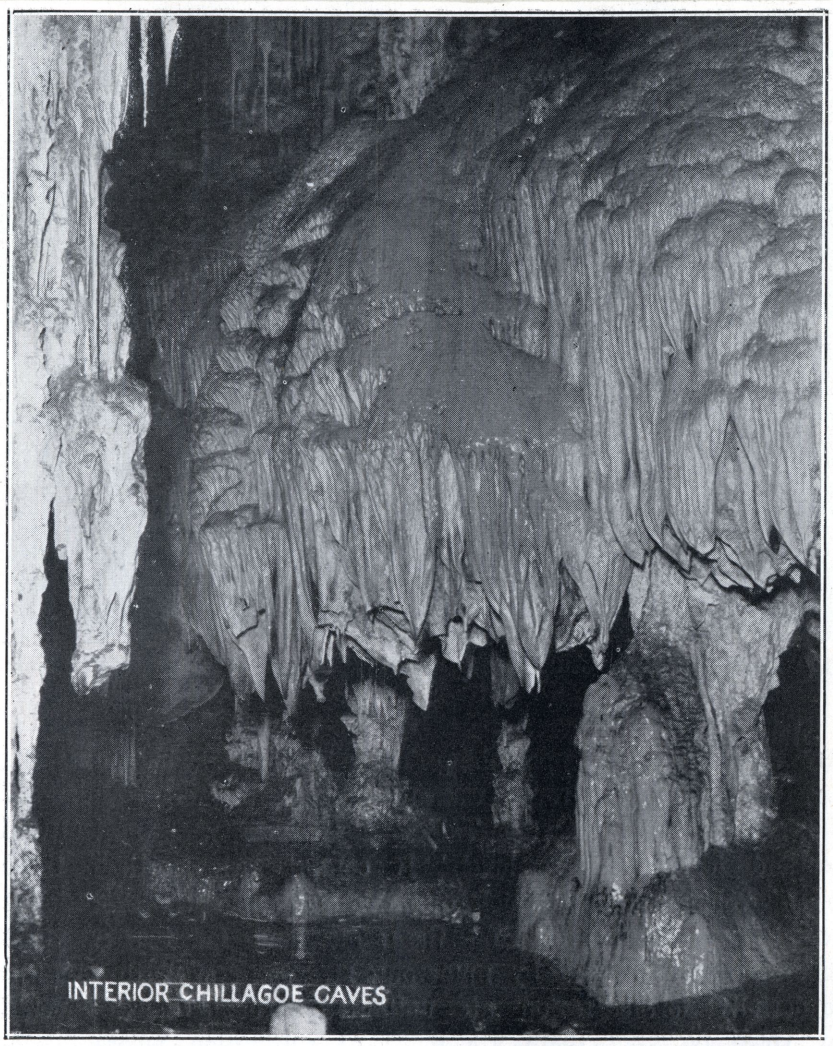
Day excursions to Surprise Creek, Stony Creek, and other beauty spots down the Gorge can be made by train. In the opposite direction the Barron River provides delightful scenery and numerous sandy reaches and deeply shaded pools for picnicking. About one and a half mile up the river are the Fairyland Tea Gardens. A boat conveys visitors across the river to natural scrub gardens where palms, ferns, vines, and creepers mingle profusely in cool dim avenues and amply justify the appellation of "Fairyland."

"The Maze," immediately below Kuranda Railway Station, is another beauty spot favoured by visitors. A boat crosses daily to the opposite side of the Barron River, where a guide conducts parties by a circuitous route through a paradise of natural scrub scenery. Kauri pines and a bewildering variety of maple, elm, and oak trees make tall colonnades and intricate traceries for the high-arched dome of a cathedral magnificent, and Nature's worshippers traverse long dim aisles, surfeited by new beauties at every turn. Double Island Lookout may be reached through the Maze, and the view commanded from this point of vantage is well worth the climb. Morning tea served under an awning of spreading fan-palms brings to a close a delightful outing.



Kuranda with its exhilarating climate, beautiful tropical surroundings, and varied attractions never palls, and with happy recollections we move onwards.


CROSSING BARRON RIVER TO MAZE.



INTERIOR CHILLAGOE CAVES

The Atherton Tableland

"Here the maize ears full and shining
Gleam from bursting sheaths of verdure."

Beyond Kuranda the railway follows the Barron River for several miles. The Mona Mona Aboriginal Mission Station is situated across the river, and near Oaklands aboriginal camps may often be seen. The line spans the Barron River approaching Biboohra and immediately after passes the large meatworks, for which the town is noted. A branch line runs from Biboohra to Mount Molloy, a copper-mining town 20 miles distant. Practically the whole of the area served by the Cairns Railways is enormously rich in mineral deposits. Copper and tin are the chief products, but silver-lead, wolfram, and other precious metals are also mined.

Mareeba (1,325 ft.), situated on the Barron River, is one of the important centres of this mining area, but the new co-operative bacon factory seen just before arriving at the station indicates that mining is no longer solely responsible for its prosperity. We leave the main line here. It passes on to Forsayth, 263 miles from Cairns, with branches to Mount Mulligan—notable for its coal-mine—Irvinebank, Mount Garnet, and Mungana, all copper and tin mining centres. The State Government operates copper smelters at Chillagoe on the Mungana Branch, and a tin battery at Irvinebank. At Chillagoe there are caves of large extent and castle-like construction in which stalactites and stalagmites make many varied and beautiful formations. The principal cave is about three miles from the town and intending visitors should arrange for guides and transport in Chillagoe.



EXTERIOR CHILLAGOE CAVES



SCRUB ROAD ATHERTON

Our destination to-day is Yungaburra, attractive to the tourist because it is the starting point for Lakes Eacham and Barrine. We have left behind a strip of pastoral country and are now approaching Tolga Junction, where one line runs on to Ravenshoe 39 miles distant, and the other, the route we are taking, to Millaa Millaa 37 miles away. Tolga (2,457 ft.) is on the fringe of the Atherton Tableland, a very rich agricultural area standing between two and three thousand feet above sea-level. It comprises more than three hundred thousand acres of rich chocolate soil of volcanic origin which often reaches the surprising depth of 30 or 40 ft. Indeed, it is said that crops have been grown on the same land for twenty years without the use of an ounce of fertiliser. Permanently watered by numerous streams and with a good annual rainfall, the possibilities of this wonderfully fertile region are unlimited. Jungle once covered the whole of the Tableland, but now from Tolga onwards there are miles of cultivation where maize-covered fields roll away interminably. Large maize silos, which are controlled by the Maize Pool functioning under the Council of Agriculture, the chief executive body of the organised farmers of Queensland, are situated at Tolga, Atherton, and Kairi, and are capable of storing 8,600 tons. At Kairi there is a State Experimental Farm in charge of qualified agriculturists, whose investigations are made to benefit both the established farmer and the new settler. Nearing Yungaburra dairying supplants agriculture, and beautiful undulating country is crossed where the grass is of the most vivid green. Indeed the colours of the Tableland are exquisite, and the beholder would be hard to please who does not find unutterable delight in the contrasting tones of reds and greens, the drifting fleecy white patches of low-hung cloud, the brilliant sunlight, and the flawless blue of the sky.



CEDAR TEAM ATHERTON



Dairying country continues for a considerable distance towards the terminus but gradually disappears as Millaa Millaa is approached. Malanda (2,403 ft.) 9 miles from Yungaburra is the centre of the dairying area and has two butter factories and several cheese factories. An enjoyable excursion for tourists who make Yungaburra their headquarters is a visit to Malanda by motor car, calling at the small but pretty Johnstone River Falls and bathing pool *en route*. This popular picnic spot is quite near Malanda and the river is crossed just before reaching the station.

The line continues to rise all the way to Millaa Millaa until an altitude of 2,689 ft. is reached. Even in midsummer the days, though warm and sunny, are keenly invigorating and the nights and mornings fresh and cool.

There is much newly cleared country beyond Malanda, and station yards are always the repositories for many valuable logs awaiting carriage to Cairns. Millaa Millaa, newly carved out of the scrub, is noted as a timber town. There are several falls in the vicinity, the best of which are the Zillie and Millaa Millaa Falls. Both have a drop of more than 60 ft., and the latter are quite close to the railway, about one and a half mile from the township. Another pleasant outing from Yungaburra is a trip to Atherton (2,466 ft.), the business centre of the Tableland, 68 miles from Cairns on the Ravenshoe Line. The town is named after one of the early settlers, and is beautifully situated in rolling down-like country with agricultural lands surrounding it. The excursion may be made either by train *via* Tolga Junction or by motor car on the more direct road route which traverses about 8 miles of picturesque country.

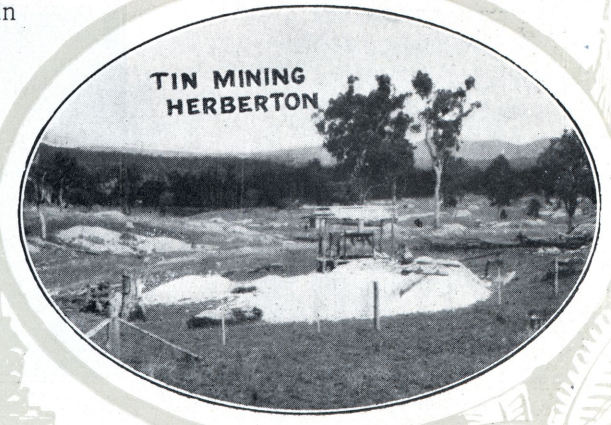




To those who wish to go further afield a visit to the terminus at Ravenshoe will prove enjoyable. The railway after leaving Atherton climbs the Herberton Range, passing the Carrington Falls *en route*. Herberton, situated on the Wild River 82 miles from Cairns, has an altitude of 2,890 ft., and is noted for its salubrious climate. There are two very fine boarding schools here—St. Bernard's Convent and St. Mary's High School—attended by children from an extensive area.

Herberton is historical as a mining centre. The field was opened by John Newell in 1879 when tin was found in payable quantities near the present township. Crushing began in 1883, and during the succeeding seven years Herberton saw its "roaring days". There was no railway and the metal was despatched on packhorses to Port Douglas over a rough bush track. Hundreds of horses were used to carry the packs, and their constant passage to and from the coast formed a good dray road, portions of which are still visible on the Herberton Range. The ore bodies generally around Herberton are small but rich, and can be more profitably exploited by small parties of working miners. A good example of the workings may be seen from the railway at Tepon, 4 miles beyond Herberton, where the landscape is dotted with shafts. Not only tin but copper, silver-lead, molybdenite, wolfram, and gold are obtained in the district.

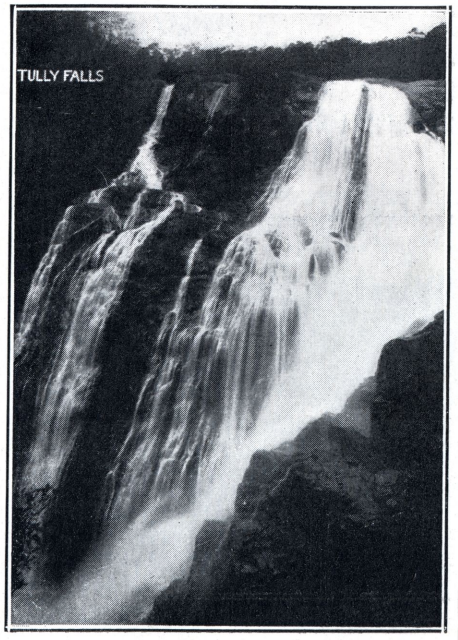
It is a remarkable fact that apples, plums, pears, peaches, and other fruits usually associated with temperate climates are grown in the high altitudes of the Tablelands, while not an hour's journey away the tropical fruits—bananas, passion fruit, persimmons, custard apples, mangoes, and pineapples—thrive to perfection.



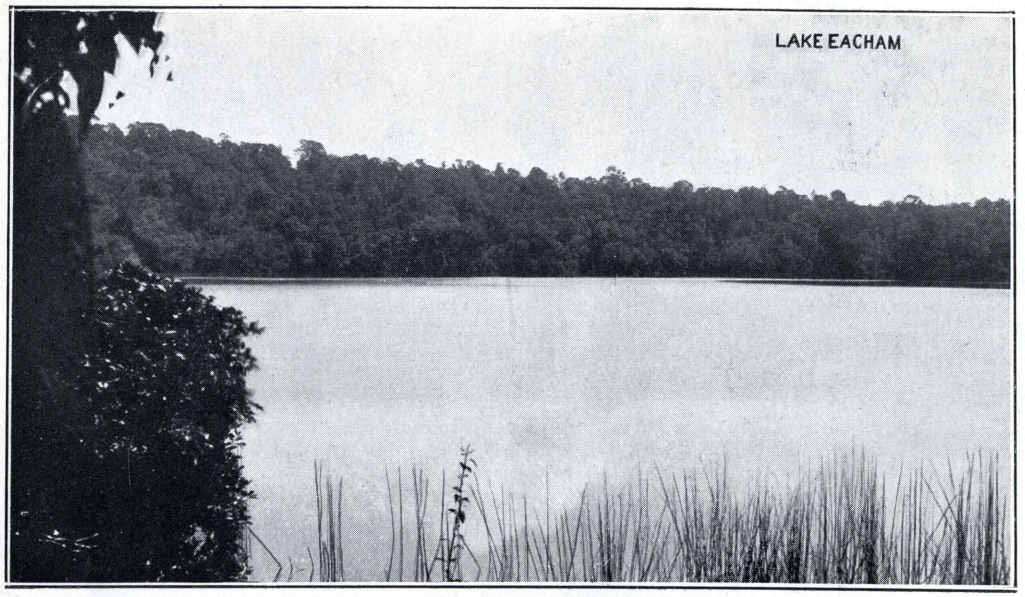

CREEK SCENE RAVENSHOE

But the Far North is a Land of Magic possessing riches incalculable. It is a Land where Nature has been prodigal in the bestowal of her favours. With lavish hand she buries untold wealth beneath a soil of wonderful depth and richness, then crowns her labours by raising innumerable varieties of beautiful decorative timbers which are the envy of the world. One nears Ravenshoe, after crossing the Tableland, with feelings of wonder and astonishment. Here there are buildings built entirely of silky oak, maple, and cedar. Logs of tremendous girth may be seen awaiting transit in station yards. Cedar, maple, elm, rosewood, silky oak, beech, mahogany, walnut, kauri pine, and hickory are but a few of the better known varieties. They are taken down the Range to Cairns by timber trains, there to be shipped overseas or down the coast to Brisbane, Sydney, and Melbourne.

Ravenshoe, like Millaa Millaa, is one of the newer settlements standing 2,968 ft. above sea-level. At Tumoulin, about 5 miles nearer Cairns, the Queensland Railways reach their highest point, 3,162 ft. Four miles from Ravenshoe are the beautiful Millstream Falls, which are accessible by motor car. The Tully Falls, rivalling the Barron Falls in grandeur, are 17 miles distant by road but at present are somewhat difficult of access. There are golf links at Ravenshoe, and the district is rich in pretty creeks, running streams, and smaller falls all within easy walking distance.


TULLY FALLS


MILLSTREAM FALLS


LAKE EACHAM

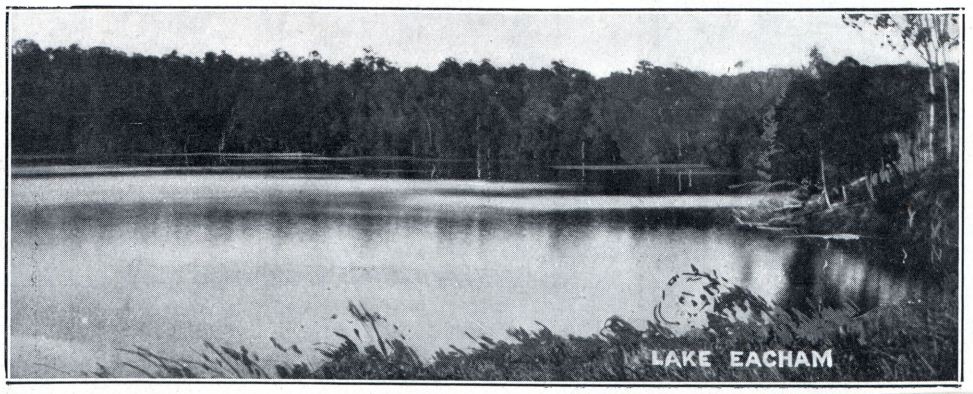
Lakes Eacham AND Barrine

"In the depths of the forest the
silent mere lies asleep amidst
the trees and dreams of olden times."

Arrived at Yungaburra (2,283 ft.), 75 miles from Cairns, the visitor will find good hotel accommodation, and may, if he desires, try his skill on the nine-hole golf course quite near at hand. There are several enjoyable walks, the most popular being to Peterson's Crossing, a pretty spot with a rippling stream and some giant fig-trees. But the chief attraction lies in visiting Lakes Eacham and Barrine.

These mysterious lakes, situated more than 2,000 ft. above sea-level, have always intrigued geologists, but it is now a generally accepted theory that the basins are craters of extinct volcanoes.

Lake Eacham, 4 miles from Yungaburra, is usually reached by motor car. The road crosses open dairying country, then suddenly enters dense scrub through which a narrow track climbs for some distance before making several sharp descents. Then when least expected the Lake suddenly appears through the trees, a placid sheet of silver surrounded by matted jungle which drops steeply to the water's edge. One instinctively feels the stillness and mystery of Eacham. It is said that the aborigines regard the Lake with superstitious terror and cannot be induced to enter its waters. We, who claim enlightenment, are content to wonder what carefully guarded secret lies hidden beneath a surface so calm and still.

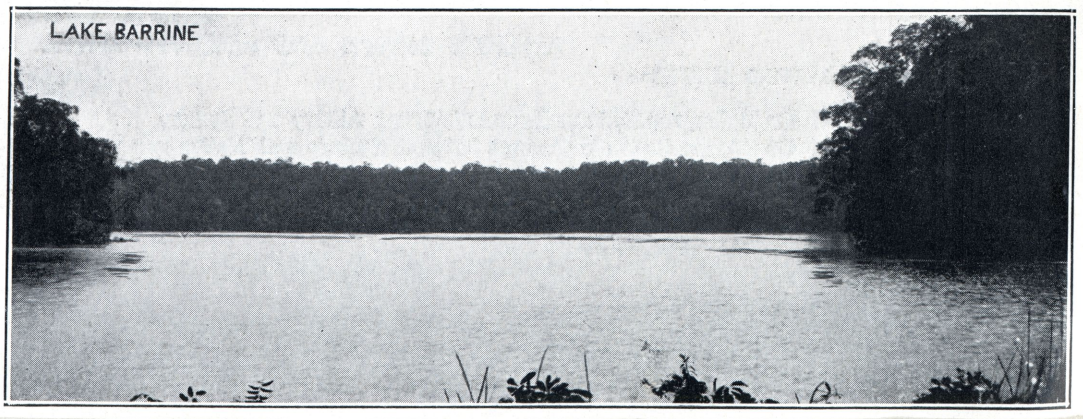

LAKE EACHAM



According to tradition Lake Eacham is unfathomable, but the French-Canadian custodian, who is a naturalist and a student, is more positive and has determined that the basin is a little more than 400 ft. deep at the centre, gradually rising towards the edge. The Lake is 136 acres in extent, and almost circular in shape; it has no inlet or outlet, its crater being quite intact. The surface of the water is higher than the country on the outer edge of the crater. The Lake, no matter how heavy the rainfall, never overflows; it is without fish or fowl or vegetable growth of any kind, yet its waters are quite fresh and pure.

The Appian Way circles the margin of Eacham, and is negotiable in favourable weather. The swimming pool may be reached by rowing to the far side, and happy hours can be spent in exploring the deeply wooded banks along the water's edge where trees and undergrowth, creepers and vines, orchids, and tree ferns of all descriptions mingle in tropical splendour.

Lake Barrine, very similar to Lake Eacham in beauty of aspect but 256 acres in extent, and with a creek running into it, lies about 6 miles from Yungaburra in another direction. The road, which will in time become portion of the main road from Atherton to Gordonvale, traverses beautifully timbered country and passes alongside the Lake, which is reached by a short, sharp descent immediately to the right. At present it is unattended, and therefore less attractive to tourists than Lake Eacham, but a wealth of primeval tropical scrub scenery is offered in compensation, and Lake Barrine will amply repay a visit.



AVAILABILITY OF TICKETS.

A passenger purchasing a single ticket from a New South Wales or Victorian station to Cairns may break the journey as provided hereunder:—

FROM VICTORIA.—At Sydney, Brisbane, Rockhampton, and Townsville, provided the journey from Sydney is resumed within 14 days of the date of the issue of the ticket; from Brisbane within 28 days; and from Townsville within 42 days. Also at Albury for five days, and at Stanthorpe, Warwick, and Toowoomba for 5 days (at any one of the three places or between the three), provided that the time is deducted from the total time allowed for break of journey at Sydney and Brisbane as the case may be.

FROM NEW SOUTH WALES.—At Brisbane, Rockhampton, and Townsville, provided the journey from Brisbane is resumed within 14 days of the date of issue of the ticket, and from Townsville within 28 days. Also at Stanthorpe, Warwick, and Toowoomba, provided that the total break at these places is not more than 5 days in all; also provided that the time is deducted from the total time allowed for break of journey at Brisbane.

NOTE.—In computing the number of days for the break of journey exclude the day of issue of the ticket.

When breaking at Albury, Stanthorpe, Warwick, and Toowoomba the passenger must deposit his ticket with the Station-master and obtain a receipt. Upon resuming his journey he must produce the receipt and regain his ticket.

The foregoing provisions also apply to single tickets issued from Cairns to New South Wales and Victoria.

Interstate Holiday Excursion Tickets are issued at Christmas and Easter, and are available for break of journey as in the case of single tickets. They are not available, however, by express trains in New South Wales and Victoria. The coupon attached to the forward portion of the ticket must be exchanged for a single ticket on the day the return journey is commenced, which must be within two months of the date of issue of the ticket for the forward journey.

FARES.

	Single.		Holiday Excursion.	
	1st.	2nd.	1st.	2nd.
FROM MELBOURNE—				
To Brisbane	£7 10 0	£5 0 0	£12 10 0	£8 6 6
To Rockhampton	9 9 0	6 6 0	15 15 0	10 10 0
To Townsville	12 9 0	7 19 0	19 19 0	12 14 6
To Cairns	13 14 0	8 11 6	21 15 0	13 15 6
FROM SYDNEY—				
To Brisbane	£4 4 0	£2 16 0	£7 0 0	£4 13 6
To Rockhampton	7 0 0	4 11 6	11 13 0	7 12 6
To Townsville	9 3 0	5 15 0	14 9 0	9 1 6
To Cairns	10 8 0	6 7 6	16 5 0	10 2 6
FROM BRISBANE—				
To Rockhampton	£3 3 5	£1 18 5	£4 14 7	£2 18 1
To Townsville	5 6 5	3 3 5	8 0 2	4 14 7
To Cairns	6 4 3	3 11 10	9 5 4	5 9 2

SLEEPING BERTHS AND RESERVED SEATS.

SLEEPING BERTHS—	1st. s. d.	2nd. s. d.
On Melbourne-Sydney Express between Albury and Sydney ..	17 6 ..	..
On Sydney-Brisbane Express between Sydney and Wallan-garra	17 6 ..	..
On Brisbane-Townsville Mail (per night)	20 0 ..	5 0

Passengers booking sleeping berths do not require reserved seats between the abovementioned points.

RESERVED SEATS (First or Second Class)—

	s.	d.		s.	d.
Melbourne to Albury	1	2	Wallan-garra to Brisbane ..	1	2
Albury to Sydney	1	2	Brisbane to Townsville	1	2
Sydney to Wallan-garra	1	2	Townsville to Cairns	1	2

PARLOR AND OBSERVATION CAR CHAIRS—1ST CLASS ONLY.

Melbourne to Albury .. .. 5s. Wallan-garra to Brisbane .. 7s.

BOOKING ARRANGEMENTS.

MELBOURNE-ALBURY—

THE LIMITED EXPRESS leaving Melbourne at 5 p.m. daily, including Sundays, conveys a limited number of first and second class passengers from Melbourne to New South Wales stations. On Sundays only, passengers for New South Wales will be picked up at Seymour and Benalla. Seats must be booked. Interstate passengers should travel by this train. A first-class passenger may reserve a seat in the Parlor and Observation Car for 5s. A Dining Car is provided.

THE ORDINARY EXPRESS leaving Melbourne at 4 p.m. daily, except Sundays, is available for Interstate passengers who cannot obtain seating accommodation in the 5 p.m. train. Seats may be booked in the 4 p.m. train.

ALBURY-SYDNEY—

THE LIMITED EXPRESS leaving Albury at 10.40 p.m. daily, including Sundays, conveys SLEEPING CAR PASSENGERS from Victorian stations and Albury to Strathfield and Sydney.

THE ORDINARY EXPRESS leaving Albury at 11.5 p.m. daily, including Sundays, conveys SITTING PASSENGERS from and to stations where timed to call, also sleeping car passengers from Victorian stations, Albury, Culcairn, Wagga Wagga, and Junee. Seats may be booked on this train.

SLEEPING BERTHS AND SEATS SHOULD BE BOOKED IN ADVANCE AT SPENCER STREET, OR AT THE GOVERNMENT TOURIST BUREAU, OPPOSITE TOWN HALL MELBOURNE

SYDNEY-WALLAN-GARRA—

THE LIMITED EXPRESS leaving Sydney at 3.30 p.m. daily, except Saturday, conveys sleeping car and a limited number of first and second sitting passengers from Sydney, Hornsby, and Newcastle for Deepwater, Tenterfield, Wallan-garra, and Queensland stations. Sleeping berths or seats must be booked either at Spencer Street, or at the Government Tourist Bureau, opposite Town Hall, Melbourne, or Challis House, Martin Place, Sydney.

THE ORDINARY MAIL leaving Sydney at 2 p.m. daily, except Saturday, also carries sleeping car and sitting passengers from and to stations at which it is timed to call.

WALLAN-GARRA-BRISBANE—

THE BRISBANE EXPRESS leaving Wallan-garra at 9.30 a.m. daily, except Sunday, carries first and second class passengers. Seats may be booked in advance at Sydney or on arrival at Wallan-garra. A first-class passenger may reserve a seat in the Parlor and Observation Car attached to this train for 7s.

Chocolates, tobacco, iced drinks, fruit, &c., are obtainable on board.

BRISBANE-TOWNSVILLE—

THE TOWNSVILLE MAIL leaving Brisbane at 1.45 p.m. on Mondays, Wednesdays, and Fridays carries first and second class sleeping car and sitting passengers for Mackay and beyond. Passengers travelling by this train must book a sleeping berth or seat in advance. The Booking Office is situated at the main entrance, Brisbane Central Station.

Passengers who require sleeping accommodation for the journey from Brisbane to Townsville must reserve berths for two nights.

A Buffet Car is attached to this train between Rockhampton and Mackay.

TOWNSVILLE-CAIRNS—

THE CAIRNS MAIL leaving Townsville at 7.35 a.m. on Mondays, Wednesdays, and Fridays carries first and second class sitting passengers. All seats must be reserved either at the Booking Office, Brisbane Central, or at Townsville. Passengers travelling from Brisbane to Cairns should reserve seats on the Cairns Mail before leaving Brisbane.

Chocolates, tobacco, iced drinks, fruit, &c., are obtainable on board.

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TIME TABLE—CAIRNS TO MELBOURNE.

Miles from Cairns.	——		Mon. Wed. Fri.
			A.M.
..	CAIRNS	dep	7 35
54	Innisfail ..	arr	10 50
	Ditto ..	dep	11 5
			P.M.
111	Cardwell	arr	1 50
	Ditto	dep	2 10
178	Rollingstone ..	arr	5 0
	Ditto	dep	5 10
211	TOWNSVILLE ..	arr	6 30
	Change Trains.		
211	TOWNSVILLE ..	dep	9 0
261	Ayr	arr	11 15
	Ditto ..	dep	11 25
			Tues. Thur. Sat.
			A.M.
445	Mackay	arr	8 30
	Ditto ..	dep	9 30
			P.M.
539	St. Lawrence ..	arr	1 35
	Ditto ..	dep	2 0
647	Rockhampton ..	arr	6 20
	Ditto ..	dep	7 15
715	Gladstone ..	arr	9 40
	Ditto ..	dep	9 50
			Wed. Fri. Sun.
			A.M.
826	Bundaberg ..	arr	2 10
	Ditto ..	dep	2 25
937	Gympie ..	arr	7 10
	Ditto ..	dep	7 30
1043	BRISBANE ..	arr	12 10
			P.M.
	Change Trains.		Daily except Sun.
			A.M.
1043	BRISBANE ..	dep	8 5
1067	Ipswich ..	arr	8 51
	Ditto ..	dep	8 56
1115	Helidon ..	arr	10 32
	Ditto ..	dep	10 38
1144			P.M.
	Toowoomba ..	arr	12 10
	Ditto ..	dep	12 30
1202	Warwick ..	arr	2 54
	Ditto ..	dep	3 4
1266	WALLAN-GARRA ..	arr	5 55
	Change Trains.		

Miles from Cairns.	——		Daily Except Sunday.	Daily Except Sunday.
			P.M.	P.M.
1266	WALLAN-GARRA	dep	6 17	6 40
1335	Glen Innes	arr		9 22
	Ditto	dep		9 32
1399	Armidale	arr		11 54
				A.M.
	Ditto	dep		12 4
1476	Tamworth	arr		2 59
	Ditto	dep		3 7
1503	Werris Creek	arr		3 58
	Ditto	dep		4 12
1610	Singleton	arr		7 51
	Ditto	dep	A.M.	8 0
1659	Newcastle	arr	7 39	9 20
	Ditto	dep	8 3	9 50
				P.M.
1758	SYDNEY	arr	11 25	1 10

Change Trains.

Miles from Cairns.	——		Daily Including Sunday.	Daily except Saturday including Sunday.	Saturday only.
			P.M.	P.M.	P.M.
1758	SYDNEY	dep	7 25	7 50	7 10
1846	Moss Vale ..	arr	10 7	10 32	9 52
	Ditto	dep	10 17	10 42	9 57
1896	Goulburn	arr		11 55	11 10
				A.M.	
	Ditto	dep		12 2	11 17
					Sunday.
					A.M.
1953	Yass Junction ..	arr		1 48	1 1
	Ditto	dep		1 53	1 6
1995	Harden	arr		3 12	2 25
	Ditto	dep		3 17	2 30
2023	Cootamundra ..	arr		4 9	3 22
	Ditto	dep		4 13	3 23
2058	Junee Junction ..	arr		5 12	4 21
	Ditto	dep		5 19	4 28
2080	Wagga Wagga ..	arr		5 53	5 2
	Ditto	dep		6 3	5 6
2127	Culcairn	arr		7 12	6 13
	Ditto	dep	A.M.	7 19	6 18
2157	ALBURY	arr	7 20	8 0	7 0
	Change Trains.		Except Sunday.	Except Sunday.	Sunday.
			A.M.	A.M.	A.M.
2157	ALBURY	dep	7 47	8 25	7 47
2226	Benalla	arr	9 40	10 17	9 28
	Ditto	dep	9 45	10 22	9 33
2286	Seymour	arr	11 9	12 8	10 57
				P.M.	
	Ditto	dep	11 14	12 28	11 2
			P.M.		P.M.
2347	MELBOURNE (Spencer Street)	arr	12 51	2 2	12 40

NOTE.—Refreshment stations only are shown in the above time table.

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